FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

November 2019

FDOT

Sarasota/Bradenton International Airport (SRQ)
Commercial Airport
District 1

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

Florida Department of Transportation

Statewide Airfield Pavement Management Program

Prepared by:

FDOT Aviation and Spaceports Office
605 Suwannee Street
Tallahassee, Florida 32399-0450

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

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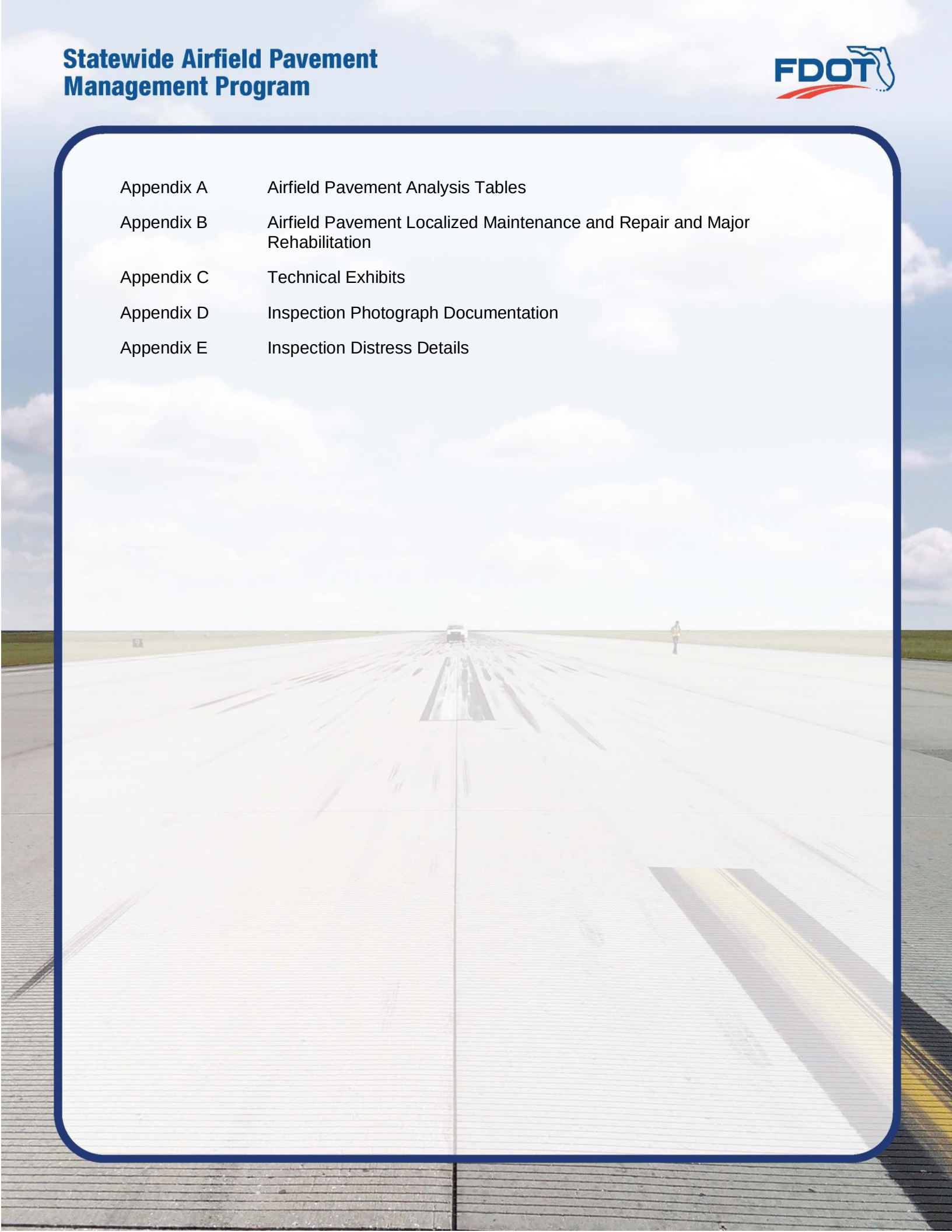

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Statewide Airfield Pavement
Management Program

FDOT

Executive Summary

Executive Summary

Program Background

Airport airfield pavement infrastructure facilities represent a large capital investment in the Florida Airport System. Timely and appropriate maintenance and strategic rehabilitation are essential as repair costs increase significantly in proportion to deterioration. Airport pavement distresses can also contribute to the development of loose debris and decreased ride quality, which can be a safety concern for aircraft operations.

In 2016, the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO) selected Kimley-Horn and Associates, Inc. with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed from fiscal year 2016 through fiscal year 2019. The SAPMP has 95 public use airport facilities throughout the seven FDOT Districts that participate in the system update. The results of this system update for this specific airport are presented in this report and can be utilized by FDOT and the Federal Aviation Administration (FAA) to identify, prioritize, and schedule pavement maintenance, repair, and major rehabilitation projects.

Pavement condition was assessed utilizing the pavement condition index (PCI) methodology as defined in the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)"*** using the documented procedures set forth by ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."***

Pavement deterioration, in accordance with the ASTM D5340-12, was characterized in terms of distinct distress types, severity level of distress, and quantity of distress. This information is utilized to calculate a PCI numeric that represents the overall condition of the pavement in a numeric index that ranges from 0 (a condition category of FAILED) to 100 (GOOD). The PCI methodology analyzes an overall measure of the pavement condition and provides an indication of the degree of maintenance, repair, or rehabilitation efforts that will be required to sustain functional pavement.

The tasks required for the system update at each participating airport consist of the following:

- Obtain recent and anticipated airfield pavement construction work data.
- Update airport airfield pavement system inventory records (construction history, identification, geometry, and facility classification).
- Perform PCI Survey Inspections at each participating airport.
- Update the FDOT SAPMP PAVER™ database system.
- Update the FDOT SAPMP GIS Airfield Navigation GPS enabled Maps.
- Update airfield pavement performance models and pavement condition forecasting.
- Identification of planning-level maintenance, repair, and major rehabilitation to address pavement needs based on functional PCI analysis.
- Development of planning-level opinion of probable construction costs for pavement rehabilitation.

Summary of Results

Pavement Condition Index (Latest Inspection)

Table E-1 Pavement Condition Index Summary (Last Inspection) – Section Level

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
SRQ	RUNWAY 14-32	RUNWAY	6102	115,000	83	Satisfactory
SRQ	RUNWAY 14-32	RUNWAY	6105	100,000	84	Satisfactory
SRQ	RUNWAY 14-32	RUNWAY	6108	57,500	82	Satisfactory
SRQ	RUNWAY 14-32	RUNWAY	6110	50,000	81	Satisfactory
SRQ	RUNWAY 14-32	RUNWAY	6115	50,000	86	Good
SRQ	RUNWAY 14-32	RUNWAY	6120	25,000	82	Satisfactory
SRQ	RUNWAY 14-32	RUNWAY	6125	400,500	85	Satisfactory
SRQ	RUNWAY 14-32	RUNWAY	6130	200,250	82	Satisfactory
SRQ	RUNWAY 14-32	RUNWAY	6135	50,000	87	Good
SRQ	RUNWAY 14-32	RUNWAY	6140	25,000	86	Good
SRQ	RUNWAY 14-32	RUNWAY	6145	100,000	86	Good
SRQ	RUNWAY 14-32	RUNWAY	6150	50,000	88	Good
SRQ	RUNWAY 14-32	RUNWAY	6155	134,500	89	Good
SRQ	RUNWAY 14-32	RUNWAY	6160	67,250	93	Good
SRQ	RUNWAY 4-22	RUNWAY	6205	485,831	88	Good
SRQ	RUNWAY 4-22	RUNWAY	6210	242,915	88	Good
SRQ	TAXIWAY A	TAXIWAY	103	110,514	71	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	105	123,186	74	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	110	119,270	78	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	115	20,371	80	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	120	193,796	79	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	125	102,225	77	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	126	30,753	80	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	128	124,368	85	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	195	30,044	86	Good
SRQ	TAXIWAY A1	TAXIWAY	190	38,481	83	Satisfactory
SRQ	TAXIWAY A10	TAXIWAY	127	38,539	88	Good
SRQ	TAXIWAY A2	TAXIWAY	185	35,555	69	Fair
SRQ	TAXIWAY A3	TAXIWAY	175	38,350	80	Satisfactory
SRQ	TAXIWAY A3	TAXIWAY	180	15,845	84	Satisfactory
SRQ	TAXIWAY A4	TAXIWAY	170	38,808	61	Fair
SRQ	TAXIWAY A7	TAXIWAY	155	35,813	65	Fair
SRQ	TAXIWAY A8	TAXIWAY	145	31,777	89	Good
SRQ	TAXIWAY A9	TAXIWAY	130	10,830	77	Satisfactory

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
SRQ	TAXIWAY A9	TAXIWAY	135	25,046	72	Satisfactory
SRQ	TAXIWAY B	TAXIWAY	203	23,710	94	Good
SRQ	TAXIWAY B	TAXIWAY	205	7,200	64	Fair
SRQ	TAXIWAY B	TAXIWAY	210	168,433	41	Poor
SRQ	TAXIWAY B	TAXIWAY	211	12,058	59	Fair
SRQ	TAXIWAY B	TAXIWAY	215	26,159	90	Good
SRQ	TAXIWAY B	TAXIWAY	225	186,792	85	Satisfactory
SRQ	TAXIWAY B	TAXIWAY	230	19,201	81	Satisfactory
SRQ	TAXIWAY B1	TAXIWAY	260	18,379	80	Satisfactory
SRQ	TAXIWAY B1	TAXIWAY	265	13,111	92	Good
SRQ	TAXIWAY C	TAXIWAY	303	191,641	74	Satisfactory
SRQ	TAXIWAY C	TAXIWAY	305	88,506	58	Fair
SRQ	TAXIWAY C	TAXIWAY	320	13,872	85	Satisfactory
SRQ	TAXIWAY C	TAXIWAY	330	18,094	94	Good
SRQ	TAXIWAY C	TAXIWAY	335	340,865	64	Fair
SRQ	TAXIWAY C1	TAXIWAY	345	32,704	67	Fair
SRQ	TAXIWAY C2	TAXIWAY	340	36,914	69	Fair
SRQ	TAXIWAY C3	TAXIWAY	315	35,788	77	Satisfactory
SRQ	TAXIWAY C4	TAXIWAY	310	37,673	76	Satisfactory
SRQ	TAXIWAY D	TAXIWAY	405	88,300	77	Satisfactory
SRQ	TAXIWAY D	TAXIWAY	415	24,545	88	Good
SRQ	TAXIWAY D	TAXIWAY	425	32,831	94	Good
SRQ	TAXIWAY D	TAXIWAY	430	195,052	80	Satisfactory
SRQ	TAXIWAY D	TAXIWAY	435	6,042	60	Fair
SRQ	TAXIWAY E	TAXIWAY	505	90,559	69	Fair
SRQ	TAXIWAY F	TAXIWAY	605	21,519	83	Satisfactory
SRQ	TAXIWAY F	TAXIWAY	610	94,932	63	Fair
SRQ	TAXIWAY F	TAXIWAY	625	25,498	57	Fair
SRQ	TAXIWAY F	TAXIWAY	630	110,224	84	Satisfactory
SRQ	TAXIWAY F	TAXIWAY	635	16,460	88	Good
SRQ	TAXIWAY F	TAXIWAY	645	13,980	66	Fair
SRQ	TAXIWAY G	TAXIWAY	705	75,944	78	Satisfactory
SRQ	TAXIWAY H	TAXIWAY	805	85,417	81	Satisfactory
SRQ	TAXIWAY H	TAXIWAY	810	24,978	94	Good
SRQ	TAXIWAY J	TAXIWAY	1005	76,394	70	Fair
SRQ	TAXIWAY J	TAXIWAY	1010	55,392	78	Satisfactory
SRQ	TAXIWAY R	TAXIWAY	1825	44,574	61	Fair
SRQ	TAXIWAY R	TAXIWAY	1835	18,891	65	Fair
SRQ	TAXIWAY R	TAXIWAY	1840	11,151	66	Fair

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
SRQ	TAXIWAY R	TAXIWAY	1845	31,533	59	Fair
SRQ	TAXIWAY R	TAXIWAY	1850	10,853	54	Poor
SRQ	TAXIWAY R	TAXIWAY	1860	24,275	43	Poor
SRQ	TAXIWAY T1	TAXIWAY	2005	18,726	68	Fair
SRQ	TAXIWAY T2	TAXIWAY	2010	6,382	74	Satisfactory
SRQ	TAXIWAY TO DOLPHIN APRON	TAXIWAY	122	12,538	68	Fair
SRQ	TAXIWAY TO DOLPHIN APRON	TAXIWAY	124	14,535	88	Good
SRQ	TAXIWAY TO EAST APRON	TAXIWAY	602	29,806	64	Fair
SRQ	TAXILANE NORTHEAST	TAXILANE	3005	55,325	94	Good
SRQ	TAXILANE NORTHEAST	TAXILANE	3010	43,681	79	Satisfactory
SRQ	TAXILANE NORTHEAST	TAXILANE	3015	12,142	100	Good
SRQ	TAXILANE NORTHEAST	TAXILANE	3020	46,100	82	Satisfactory
SRQ	APRON T-HANGARS WEST	TAXILANE	4605	100,722	91	Good
SRQ	TERMINAL APRON	APRON	4105	685,188	97	Good
SRQ	TERMINAL APRON	APRON	4110	422,965	96	Good
SRQ	TERMINAL APRON	APRON	4115	35,200	100	Good
SRQ	TERMINAL APRON	APRON	4120	70,800	88	Good
SRQ	TERMINAL APRON	APRON	4125	45,080	88	Good
SRQ	TERMINAL APRON	APRON	4130	368,000	98	Good
SRQ	EAST APRON	APRON	4210	3,900	26	Very Poor
SRQ	AP W	APRON	4610	6,650	94	Good

Forecasted Pavement Condition Index 2020-2029

Table E-2 Pavement Condition Index Forecast 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
SRQ	AP E	4210	26	24	23	22	22	21	20	20	19	19	18
SRQ	AP TERM	4105	97	94	93	91	90	89	88	87	86	85	85
SRQ	AP TERM	4110	96	93	92	91	89	88	87	87	86	85	84
SRQ	AP TERM	4115	100	97	95	93	92	90	89	88	87	87	86
SRQ	AP TERM	4120	88	87	86	85	84	84	83	82	81	81	80
SRQ	AP TERM	4125	88	87	86	85	84	84	83	82	81	81	80
SRQ	AP TERM	4130	98	95	93	92	91	89	88	87	87	86	85
SRQ	AP W	4610	94	92	90	89	88	87	87	86	85	84	84
SRQ	RW 14-32	6102	83	80	79	77	75	73	72	70	68	66	65
SRQ	RW 14-32	6105	84	81	80	78	77	76	74	72	69	66	64
SRQ	RW 14-32	6108	82	79	78	76	74	72	71	69	67	65	64
SRQ	RW 14-32	6110	81	79	78	76	74	72	70	67	64	62	59
SRQ	RW 14-32	6115	86	83	81	80	78	77	75	73	71	69	66
SRQ	RW 14-32	6120	82	80	78	77	75	74	71	69	66	63	61
SRQ	RW 14-32	6125	85	82	80	79	78	76	75	73	70	68	65
SRQ	RW 14-32	6130	82	80	78	77	75	74	71	69	66	63	61
SRQ	RW 14-32	6135	87	84	82	80	79	77	76	74	72	70	67
SRQ	RW 14-32	6140	86	83	81	80	78	77	75	73	71	69	66
SRQ	RW 14-32	6145	86	83	81	80	78	77	75	73	71	69	66
SRQ	RW 14-32	6150	88	84	82	81	79	78	76	75	73	71	68
SRQ	RW 14-32	6155	89	86	85	83	81	79	78	76	74	72	71
SRQ	RW 14-32	6160	93	90	89	87	85	83	82	80	78	76	75
SRQ	RW 4-22	6205	88	84	82	81	79	78	76	75	73	71	68
SRQ	RW 4-22	6210	88	84	82	81	79	78	76	75	73	71	68
SRQ	TL AP W	4605	91	88	86	85	83	81	80	78	77	75	74
SRQ	TL NE	3005	94	91	89	87	86	84	82	81	79	78	76
SRQ	TL NE	3010	79	76	74	72	70	69	67	65	64	63	62
SRQ	TL NE	3015	100	96	94	92	90	88	86	85	83	81	80
SRQ	TL NE	3020	82	80	78	77	75	74	73	72	71	69	68
SRQ	TW A	103	71	69	68	67	66	66	65	64	63	62	62
SRQ	TW A	105	74	71	70	68	66	65	64	62	61	60	59
SRQ	TW A	110	78	75	73	71	69	68	66	65	63	62	61
SRQ	TW A	115	80	77	75	73	71	69	68	66	65	63	62
SRQ	TW A	120	79	76	74	72	70	69	67	65	64	63	62
SRQ	TW A	125	77	74	72	70	69	67	66	64	63	62	61

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
SRQ	TW A	126	80	78	76	75	74	72	71	70	69	68	67
SRQ	TW A	128	85	82	81	79	78	76	75	74	73	71	70
SRQ	TW A	195	86	83	82	80	79	77	76	75	73	72	71
SRQ	TW A1	190	83	81	79	78	76	75	74	72	71	70	69
SRQ	TW A10	127	88	85	84	82	80	79	77	76	75	73	72
SRQ	TW A2	185	69	67	65	64	63	61	60	59	58	58	57
SRQ	TW A3	175	80	77	75	73	71	69	68	66	65	63	62
SRQ	TW A3	180	84	81	78	76	74	72	71	69	67	66	64
SRQ	TW A4	170	61	59	58	58	57	56	55	55	54	54	53
SRQ	TW A7	155	65	63	62	61	60	59	58	57	56	56	55
SRQ	TW A8	145	89	85	83	81	78	76	74	72	71	69	67
SRQ	TW A9	130	77	74	72	70	69	67	66	64	63	62	61
SRQ	TW A9	135	72	69	68	66	65	63	62	61	60	59	58
SRQ	TW AP DOLP	122	68	66	66	65	64	63	62	62	61	60	60
SRQ	TW AP DOLP	124	88	85	82	80	78	76	74	72	70	68	67
SRQ	TW AP E	602	64	63	62	61	60	60	59	58	57	57	56
SRQ	TW B	203	94	90	88	85	83	80	78	76	74	72	70
SRQ	TW B	205	64	62	61	60	59	58	57	56	56	55	54
SRQ	TW B	210	41	38	36	33	31	27	24	20	16	11	6
SRQ	TW B	211	59	58	57	56	55	54	53	52	50	49	47
SRQ	TW B	215	90	86	84	82	79	77	75	73	71	69	68
SRQ	TW B	225	85	82	81	79	78	76	75	74	73	71	70
SRQ	TW B	230	81	78	76	74	72	70	68	67	65	64	63
SRQ	TW B1	260	80	78	76	75	74	72	71	70	69	68	67
SRQ	TW B1	265	92	88	86	83	81	79	77	75	73	71	69
SRQ	TW C	303	74	72	71	70	69	68	67	66	65	64	64
SRQ	TW C	305	58	57	56	55	55	54	53	53	52	52	51
SRQ	TW C	320	85	82	79	77	75	73	71	70	68	66	65
SRQ	TW C	330	94	90	88	85	83	80	78	76	74	72	70
SRQ	TW C	335	64	63	62	61	60	60	59	58	57	57	56
SRQ	TW C1	345	67	65	65	64	63	62	62	61	60	59	59
SRQ	TW C2	340	69	67	66	66	65	64	63	63	62	61	60
SRQ	TW C3	315	77	75	74	72	71	70	69	68	67	66	65
SRQ	TW C4	310	76	74	73	72	70	69	68	67	67	66	65
SRQ	TW D	405	77	75	74	72	71	70	69	68	67	66	65
SRQ	TW D	415	88	85	82	80	78	76	74	72	70	68	67
SRQ	TW D	425	94	90	88	85	83	80	78	76	74	72	70
SRQ	TW D	430	80	78	76	75	74	72	71	70	69	68	67

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
SRQ	TW D	435	60	59	58	57	56	55	54	53	52	51	49
SRQ	TW E	505	69	67	66	66	65	64	63	63	62	61	60
SRQ	TW F	605	83	80	78	75	73	72	70	68	67	65	64
SRQ	TW F	610	63	61	60	59	58	57	57	56	55	55	54
SRQ	TW F	625	57	55	54	53	52	51	50	48	47	45	43
SRQ	TW F	630	84	81	78	76	74	72	71	69	67	66	64
SRQ	TW F	635	88	85	84	82	80	79	77	76	75	73	72
SRQ	TW F	645	66	65	64	63	62	62	61	60	59	59	58
SRQ	TW G	705	78	76	75	73	72	71	70	69	68	67	66
SRQ	TW H	805	81	79	77	76	75	73	72	71	70	69	68
SRQ	TW H	810	94	90	88	85	83	80	78	76	74	72	70
SRQ	TW J	1005	70	68	67	66	66	65	64	63	63	62	61
SRQ	TW J	1010	78	76	75	73	72	71	70	69	68	67	66
SRQ	TW R	1825	61	59	58	58	57	56	55	55	54	54	53
SRQ	TW R	1835	65	63	62	61	60	59	58	57	56	56	55
SRQ	TW R	1840	66	64	63	61	60	59	58	58	57	56	55
SRQ	TW R	1845	59	57	57	56	55	55	54	54	53	52	52
SRQ	TW R	1850	54	53	52	52	51	50	50	49	48	47	46
SRQ	TW R	1860	43	40	38	36	34	31	28	25	21	17	12
SRQ	TW T1	2005	68	66	66	65	64	63	62	62	61	60	60
SRQ	TW T2	2010	74	72	71	70	69	68	67	66	65	64	64

Major Rehabilitation Planning 2020-2029

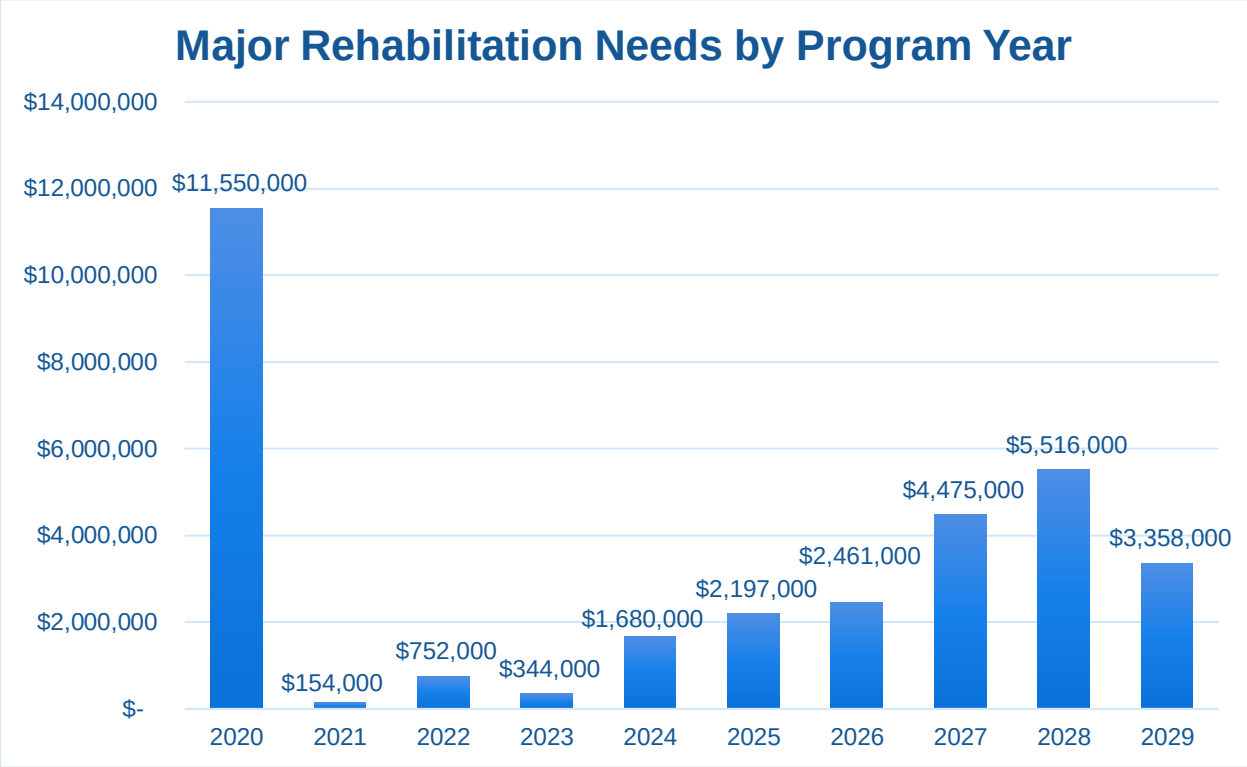
Table E-3 Major Rehabilitation Planning 2020-2029

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	SRQ	AP E	4210	PCC	3,900	24	PCC Reconstruction	$ 90,000.00
2020	SRQ	TW A4	170	AAC	38,808	59	AC Restoration	$ 427,000.00
2020	SRQ	TW A7	155	AAC	35,813	63	AC Restoration	$ 394,000.00
2020	SRQ	TW AP E	602	AC	29,806	63	AC Restoration	$ 328,000.00
2020	SRQ	TW B	205	AAC	7,200	62	AC Restoration	$ 80,000.00
2020	SRQ	TW B	210	AAC	168,433	38	AC Restoration	$ 2,358,000.00
2020	SRQ	TW B	211	AC	12,058	58	AC Restoration	$ 133,000.00
2020	SRQ	TW C	305	AAC	88,506	57	AC Restoration	$ 974,000.00
2020	SRQ	TW C	335	AC	340,865	63	AC Restoration	$ 3,750,000.00
2020	SRQ	TW D	435	AC	6,042	59	AC Restoration	$ 67,000.00
2020	SRQ	TW F	610	AAC	94,932	61	AC Restoration	$ 1,045,000.00

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	SRQ	TW F	625	AC	25,498	55	AC Restoration	$ 281,000.00
2020	SRQ	TW R	1825	AAC	44,574	59	AC Restoration	$ 491,000.00
2020	SRQ	TW R	1835	AAC	18,891	63	AC Restoration	$ 208,000.00
2020	SRQ	TW R	1840	AAC	11,151	64	AC Restoration	$ 123,000.00
2020	SRQ	TW R	1845	AAC	31,533	57	AC Restoration	$ 347,000.00
2020	SRQ	TW R	1850	AAC	10,853	53	AC Restoration	$ 120,000.00
2020	SRQ	TW R	1860	AAC	24,275	40	AC Restoration	$ 334,000.00
2021	SRQ	TW F	645	AC	13,980	64	AC Restoration	$ 154,000.00
2022	SRQ	TW A2	185	AAC	35,555	64	AC Restoration	$ 392,000.00
2022	SRQ	TW C1	345	AC	32,704	64	AC Restoration	$ 360,000.00
2023	SRQ	TW AP DOLP	122	AC	12,538	64	AC Restoration	$ 138,000.00
2023	SRQ	TW T1	2005	AC	18,726	64	AC Restoration	$ 206,000.00
2024	SRQ	TW A9	135	AAC	25,046	63	AC Restoration	$ 276,000.00
2024	SRQ	TW C2	340	AC	36,914	64	AC Restoration	$ 407,000.00
2024	SRQ	TW E	505	AC	90,559	64	AC Restoration	$ 997,000.00
2025	SRQ	TW A	105	AAC	123,186	64	AC Restoration	$ 1,356,000.00
2025	SRQ	TW J	1005	AC	76,394	64	AC Restoration	$ 841,000.00
2026	SRQ	TW A	103	AC	110,514	64	AC Restoration	$ 1,216,000.00
2026	SRQ	TW A	125	AAC	102,225	64	AC Restoration	$ 1,125,000.00
2026	SRQ	TW A9	130	AAC	10,830	64	AC Restoration	$ 120,000.00
2027	SRQ	RW 14-32	6110	AAC	50,000	64	AC Restoration	$ 550,000.00
2027	SRQ	TL NE	3010	AAC	43,681	64	AC Restoration	$ 481,000.00
2027	SRQ	TW A	110	AAC	119,270	63	AC Restoration	$ 1,312,000.00
2027	SRQ	TW A	120	AAC	193,796	64	AC Restoration	$ 2,132,000.00
2028	SRQ	RW 14-32	6120	AAC	25,000	63	AC Restoration	$ 275,000.00
2028	SRQ	RW 14-32	6130	AAC	200,250	63	AC Restoration	$ 2,203,000.00
2028	SRQ	TW A	115	AAC	20,371	63	AC Restoration	$ 225,000.00
2028	SRQ	TW A3	175	AAC	38,350	63	AC Restoration	$ 422,000.00
2028	SRQ	TW B	230	AAC	19,201	64	AC Restoration	$ 212,000.00
2028	SRQ	TW C	303	AC	191,641	64	AC Restoration	$ 2,108,000.00
2028	SRQ	TW T2	2010	AC	6,382	64	AC Restoration	$ 71,000.00
2029	SRQ	RW 14-32	6105	AAC	100,000	64	AC Restoration	$ 1,100,000.00
2029	SRQ	RW 14-32	6108	AC	57,500	64	AC Restoration	$ 633,000.00
2029	SRQ	TW A3	180	AAC	15,845	64	AC Restoration	$ 175,000.00
2029	SRQ	TW F	605	AAC	21,519	64	AC Restoration	$ 237,000.00
2029	SRQ	TW F	630	AAC	110,224	64	AC Restoration	$ 1,213,000.00

**All planning cost values have been rounded to the nearest thousand-dollar.*

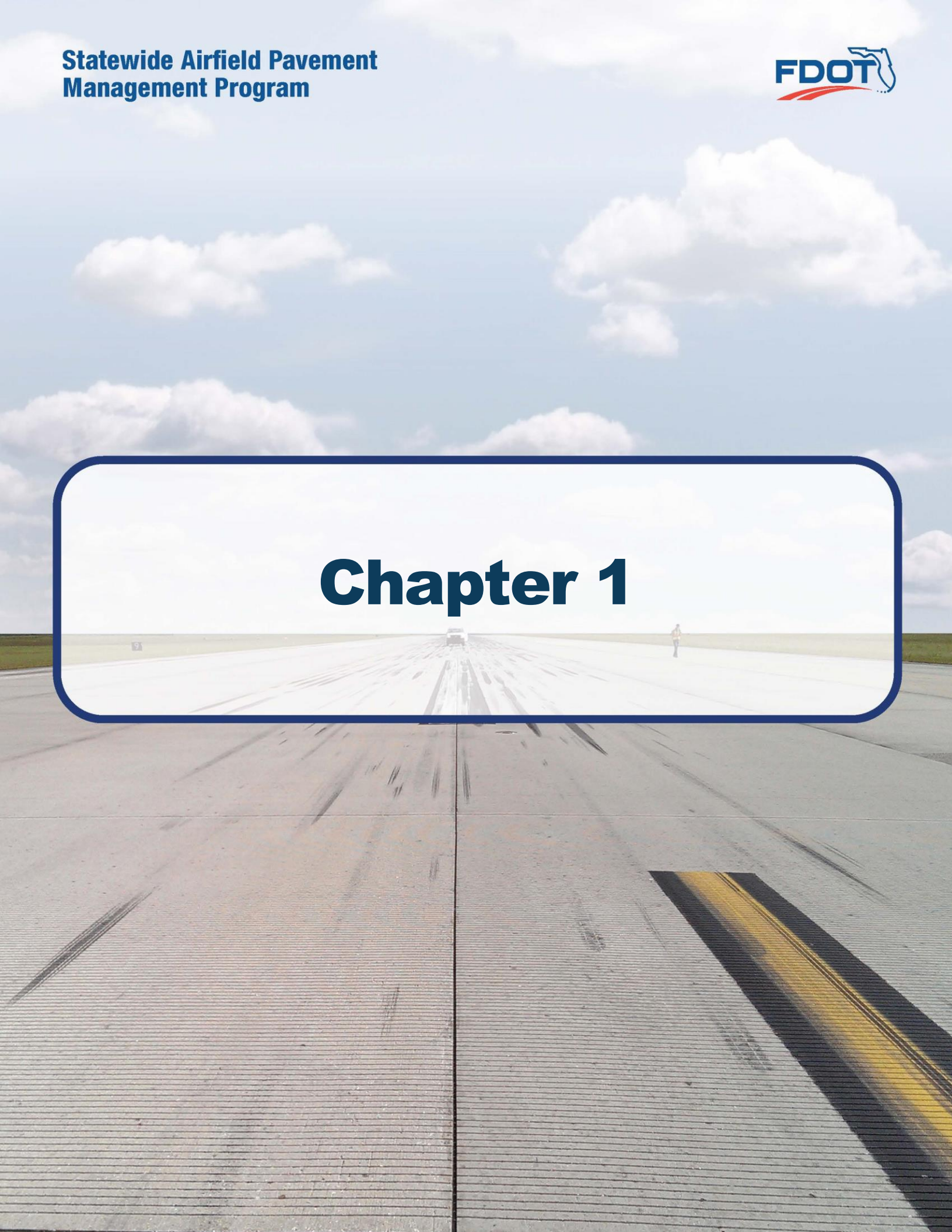
Figure E-4 Major Rehabilitation Planning Annual Budget 2020-2029



Summary of Sarasota/Bradenton International Airport

Sarasota/Bradenton International Airport was inspected in October 2018 – the overall weighted PCI value was 82, a condition rating of Satisfactory. The results of the maintenance, repair, and major rehabilitation analysis identified $873,340 in localized M&R needs based on current conditions and a 10-Year major rehabilitation need of $32,487,000 based on forecasted conditions. The current major rehabilitation needs based on the latest inspection consist of $11,550,000 for pavements below critical condition.

Localized maintenance and repair identified within this report are categorized as preventive or stopgap; the FDOT SAPMP has defined maintenance policies based on FAA recommendations. Major rehabilitation is identified within the FDOT SAPMP as major construction activity that would result in an improvement or resetting of the pavement section's PCI to a value of 100. Such activities could include: mill and hot-mix asphalt overlay, rigid pavement repair and slab replacement, and full-depth reconstruction. It is recommended that the airport use this as a planning tool for future project development and prioritization – all localized maintenance and repair and major rehabilitation recommendations should be considered as planning-level only. All final localized maintenance, repair, and major rehabilitation is subject to change based on airport prioritization and further design-level evaluation.



Chapter 1

Chapter 1 – Introduction

1.1 Background

The State of Florida has 128 public airports of which 100 public-use airports are recognized as part of the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS) that are vital to the Florida economy as well as the economy of the United States. The Florida Aviation System (FAS) provides opportunities for the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation (GA) airports are important to businesses throughout the entire State. Air travel is essential to tourism, Florida's number one industry.

There are millions of square feet of pavement infrastructure that consists of runways, taxiways, aprons, ramps, and other areas of airports that are vital to the support and safety of aircraft operations. Timely pavement maintenance, repair and major rehabilitation of these pavements will support the airport in operating safely, efficiently, economically and without excessive down time.

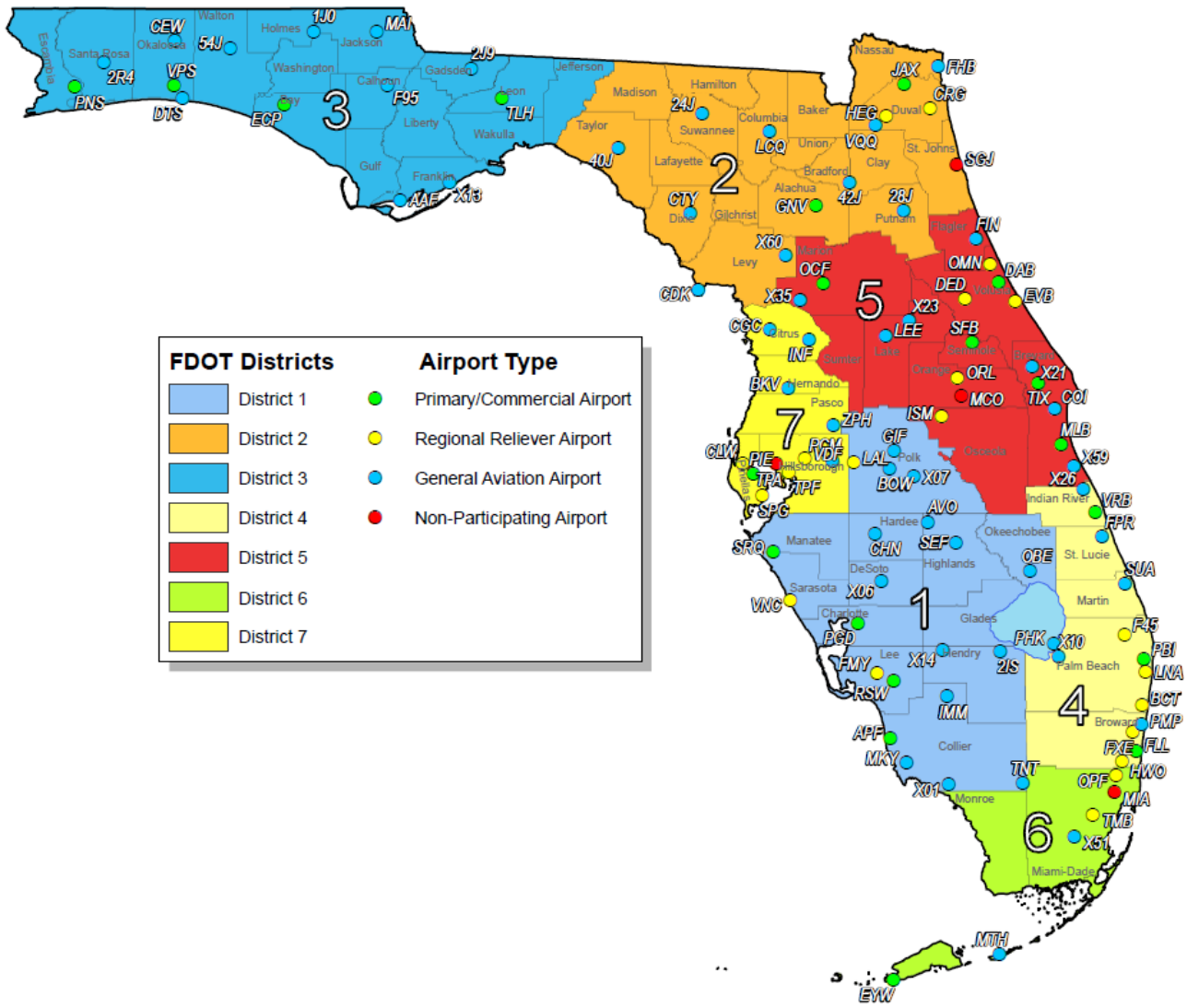
In general, adherence to the FAA Advisory Circulars are mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement Maintenance," No. 34 "Policies, Standards, and Specifications," and PFC Assurance No. 9 "Standards and Specifications." The Florida Department of Transportation (FDOT) performs the Statewide Airfield Pavement Management Program (SAPMP) System Updates for the benefit of participating public-use and publicly owned airports through the Aviation and Spaceports Office (ASO).

The SAPMP addresses the requirements of maintaining an effective pavement management program for the participating airports at the network level. Network-level management of pavement assets provides insight for short-term and long-term budget needs, understanding of the overall condition of the network (current and future), and pavement facilities that are subject for project consideration. A network-level evaluation can be supportive in the identification of maintenance, repair, and major rehabilitation needs and budgetary planning-level opinions of probable construction costs.

1.2 Statewide Airfield Pavement Management Program (SAPMP) Update 2018-2019

In 1992, the FDOT established the Statewide Airfield Pavement Management Program (SAPMP) to provide program managers, District Aviation and Spaceport Offices, and airport operators a system to proactively manage airport airfield pavement infrastructure within the Florida Aviation System. The SAPMP performs network-level Pavement Condition Index (PCI) survey inspections for airport facilities that are categorized as General Aviation (GA), Reliever (RL), and Commercial (PR). Currently, the program consists of 95 actively participating public-use airports with pavement facilities and provides users with comprehensive data to better manage pavement assets.

Figure 1.2 Florida Aviation System (Facilities with Pavement) and FDOT Districts



In 2016, the Florida Department of Transportation Aviation and Spaceports Office contracted Kimley-Horn and Associates, Inc. along with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the SAPMP. This work is to be completed from fiscal year 2016 through fiscal year 2019.

1.3 Organization

1.3.1 Florida Department of Transportation Aviation and Spaceports Office Program Manager

The FDOT Aviation and Spaceports Office (ASO) Aviation Engineering Manager serves as the Program Manager (ASO-PM) for the SAPMP. The ASO-PM monitors the work performed by the designated Consultant for the program. The ASO-PM has review and approval authority for each program task and manages the program's day-to-day details and pertinent updates.

The ASO-PM reports updates and milestones to the FDOT State Aviation and Spaceports Manager and Development Administrator.

1.3.2 Participating Florida Public-Use and Publicly Owned Airports

The airports are the end-user and beneficiary of the SAPMP. The SAPMP provides a specific Airport Pavement Evaluation Report that meets the requirements of the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)."*** Individual participating airports will be provided a final Airport Pavement Evaluation Report by the designated Consultant that is specific to each airport's airfield pavement condition index survey. The ASO-PM has full authority and final approval of each report prior to finalization. In advance of each PCI survey and prior to completion of each Airport Pavement Evaluation Report, participating airports are asked to provide the necessary record documentation for the proper analysis efforts. Relevant record documentation artifacts may consist of but are not limited to: Airport Layout Plans (ALP), Construction Bid Tabulations, As-Built Construction Drawings, Engineer's Reports, and/or field pavement inspection reports.

1.3.3 Florida Department of Transportation District Offices

The seven (7) FDOT District Offices, specifically the Aviation representatives (currently the Freight and Logistics personnel), provide essential support to the SAPMP update and the ASO-PM. Each District supports the SAPMP's on-going efforts by providing local construction cost information throughout the State. The construction cost information, typically consisting of plans and bid tabulations, are used as the basis of the development maintenance, repair, and major rehabilitation opinions of probable construction costs for planning purposes. Each District Office receives copies of individual Airport Pavement Evaluation Reports for the participating airport facilities located within their respective Districts.

1.3.4 Consultant

The Consultant, Kimley-Horn and Associates, Inc., provides technical and administrative support to the ASO-PM for the SAPMP update. The support consists of airfield pavement system inventory updates, performance of PCI Surveys in accordance with ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys,"*** evaluation and reporting of the pavement condition in accordance with the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)."***

The Consultant Team consists of Kimley-Horn, Airfield Pavement Management Systems, LLC., and AVCON, Inc.

A brief description of the general scope of work undertaken to update the SAPMP includes but is not limited to:

- **Research and evaluation of existing record documentation** was performed to identify construction projects that have taken place since the most recent major update of the SAPMP. This data is used to update the pavement inventory and network definition.
- **An update to the existing Network Definition Map** was made to reflect geometric changes, pavement composition updates, and section characterization. Furthermore, an update to the PCI Survey sample units were made to reflect the field investigation efforts.
- **A functional pavement evaluation with PCI Survey inspections** was completed on all airfield pavements maintained by the Airport. The PCI Survey procedure, as defined by ASTM D5340-12, was used as the basis of the functional pavement evaluation. For this specific evaluation, the sample units defined by prior studies were inspected as to better develop performance models for prediction curves. Pavement subject to construction or anticipated construction during scheduled PCI Survey inspection or within 2 years were omitted from inspection based on confirmation of airport personnel.
- **Condition Analysis** was performed based on the distress data observed, rated, measured, and recorded in accordance with the ASTM D5340-12 for the calculation of PCI values and ratings. The results of the current condition analysis were used in concert with the historic PCI Survey data and construction work history to develop performance models to forecast future PCI values for each section for a 10-year study duration.
- **Maintenance, Repair, and Rehabilitation Planning** was performed predicated on the results of the condition analysis with updated policies and planning-level unit costs. The policies, or M&R policies, have been updated to reflect standard practices for maintenance, repair, and major rehabilitation as defined by the FAA **AC *150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”*** Planning-level unit costs were developed based on representative construction bid tabulations provided by participating airports. The bid tabulations consisted of limited airfield pavement construction projects that took place between 2009 and 2015 at participating airports.

1.4 Purpose of Airport Pavement Evaluation Report

The individual airport airfield pavement evaluation report discusses the work performed, a summary of findings, condition analysis results, and recommendations for maintenance, repair, and major rehabilitation (M&R) planning associated with the SAPMP system update. It also briefly describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, schedules, and safety requirements were implemented during the performance of this work.

The purpose of this Airfield Pavement Evaluation Report is to achieve the following:

- Describe the goals, procedures, and purpose of the SAPMP
- Provide a brief technical explanation of the pavement management methodology, standard practices, and objectives
- Analyze pavement distresses data for the determination of pavement conditions and for identification of airfield pavement maintenance, repair, and major rehabilitation needs based on functional PCI trends

The identification of rehabilitation needs has been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.

In compliance with FAA Grant Assurances 11 and 19; the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with FAA **AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT Statewide Airfield Pavement Management Program is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

1.5 History of the Program

In 1992, the FDOT implemented the SAPMP to understand the pavement conditions at public airports in the FAS, systematically update pavement infrastructure information, and assist airport operators with recommendations of pavement maintenance, repair, and major rehabilitation needs. The 1992 SAPMP implementation provided the FDOT and the participating airports valuable information for establishing and performing timely and appropriate pavement rehabilitation.

During the 1992-1993 implementation and again during the 1998-1999 updates; the SAPMP performed the development with proprietary software for pavement management system analysis. This development allowed for the creation of pavement management database file system populated with airport attributes and condition data. The pavement management database was used to establish maintenance, repair, and rehabilitation policies; consider planning-level unit costs; and develop recommendations for performing pavement maintenance. This system, known as AIRPAV, was initially developed during the 1992-1993 SAPMP implementation for the analysis of distress data. The AIRPAV system was used again in the 1998-1999 SAPMP update.

In 2004, the SAPMP system update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER™ (currently known as PAVER™) was selected for implementation of the system update. MicroPAVER™ was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for pavement management. Data from the 1998-1999 FDOT SAPMP update, which was built upon the initial 1992-1993 implementation of AIRPAV, was reviewed and converted to be compatible with the MicroPAVER™ system. This data conversion included all documented pavement facilities, classifications, types, histories, geometries, PCI condition data and pertinent attributes gathered from airport feedback at the time. This information was used to develop the inventory of each participating airport's pavement facilities in a consistent format. This was the development of Airfield Pavement Network Definition Exhibits. These inventory exhibits visually depicted the branch, section, and sample units that were based upon the pavement construction history and composition information provided by each airport.

In the 2006-2008 system update, the SAPMP was updated again with continued use of the MicroPAVER™ system. Based on the distress data collected, a maintenance repair and major rehabilitation planning program was developed for each airport. As part of this SAPMP update, the procedures for the inspection and the collection of the pavement distress data were documented, and an interactive website (http://www.dot.state.fl.us/aviation/pavement.shtm) was established for input of data.

In the 2010-2012 system update, the SAPMP was updated using new global positioning system (GPS) integrated technology to digitally collect pavement distress data. Interactive geographic information system (GIS) map files were developed from updated Airfield Pavement Network Definition Exhibits to aid pavement condition inspectors in the collection of sample distress data. The data collected was utilized to develop pavement performance models to predict future pavement PCI values and make recommendations for major rehabilitation.

In the 2013-2015 system update, the SAPMP integrated PAVER™ and FieldInspector™ with the use of GPS and GIS capable field tablets. Furthermore, the update included continued adherence to the ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."*** The ASTM update consisted of refinement of distress definition types and deduction values for select asphalt concrete and Portland Cement Concrete distresses.

1.6 Federal Aviation Administration (FAA)

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program to be eligible for funding (FAA Advisory Circular ***150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements"*** and ***150/5380-7B "Airport Pavement Management Program (PMP)"***). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year using the PASER method or every three years if the pavement is inspected as defined by the PCI survey procedure in accordance with the ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."***

In general, adherence to the Advisory Circulars are mandatory for all projects funded with federal grant monies through the AIP program and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement Maintenance," No. 34 "Policies, Standards, and Specifications," and PFC Assurance No. 9 "Standards and Specifications."

1.7 FDOT SAPMP Objectives and Components

The FDOT SAPMP is a program that provides the FAS support in implementing and/or maintaining a network-level Pavement Management Program in a consistent and regularly scheduled manner.

In accordance with FAA AC***150/5380-7B "Airport Pavement Management Program (PMP)"*** an effective Pavement Management Program consists of a system that achieves specific objectives. The FDOT SAPMP objectives are as follows:

1.7.1 Program Objectives

1 A systematic means for collecting and storing information regarding existing pavement structure and condition.
2 An objective and repeatable system for evaluating pavement condition.
3 Procedures for predicting future pavement condition.
4 Procedures for modeling both past and future pavement performance conditions.
5 Procedures to determine the budget requirements to meet management objectives, such as the maintenance, repair, and major rehabilitation budget required to keep a pavement at a specified PCI level or the budget required to improve to target PCI level.
6 Procedures for formulating and prioritizing maintenance, repair, and major rehabilitation projects.

The objectives are accomplished by the following components:

1.7.2 Program Components

A. Database
B. Pavement Inventory
C. Pavement Structure
D. Pavement Work History
E. Pavement Condition Data

F. Pavement Performance Modeling for the Prediction/Forecast of PCI
G. Maintenance, Repair, and Major Rehabilitation Policies and Budget Simulation

A well-maintained network-level pavement management program may provide airport staff a better understanding of the airfield pavement performance for developing and planning for specific maintenance, repair, and major rehabilitation projects. The understanding of specific distress types and severities will assist the airport in addressing pavement maintenance and repair with the appropriate treatments as defined by the FAA Advisory Circular ***150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements."*** The development of projects with an understanding of system inventory, deterioration details, and pavement condition forecasts may assist airport staff in developing practical rehabilitation actions and budgets. Furthermore, the understanding of pavements' past performance and forecasted condition may assist airport staff in addressing pavement rehabilitation in a timely and cost-effective manner. **Figure 1.7.2 (a) Typical Pavement Condition Life Cycle**, which is based on the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)."*** **Figure 1.7.2 (a) Typical Pavement Condition Life Cycle**, depicts a general duration of a pavement section and identifies the ideal condition to perform rehabilitative treatments at an optimal cost rather than allowing significant increase in rate of deterioration that would result in increased costs.

Figure 1.7.2 (a) Typical Pavement Condition Life Cycle

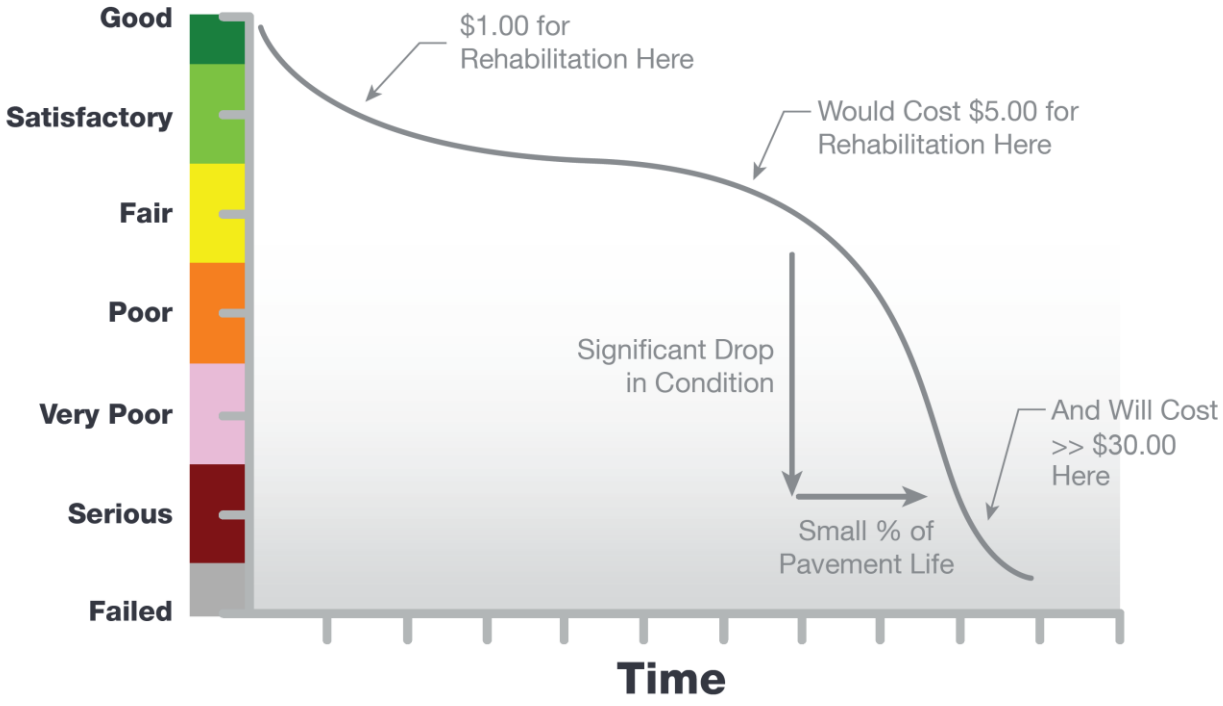
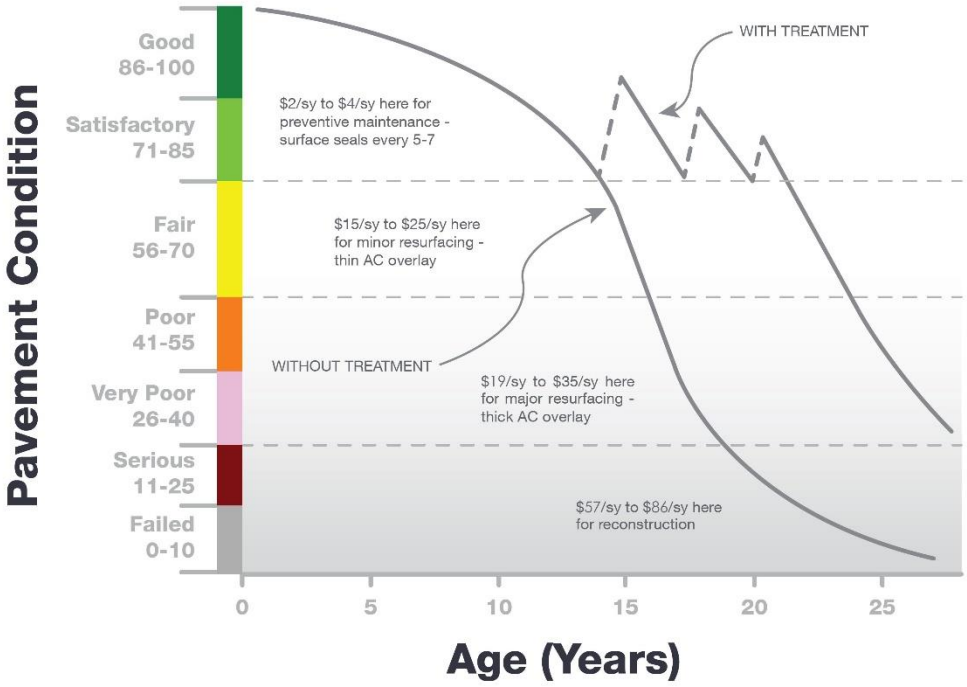


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements (AC vs PCC).*

Figure 1.7.2 (b) General Pavement Treatments by Condition Range depicts generic flexible asphalt concrete (AC) pavement treatments that are effective at specific condition ranges. This graphic is a general concept and will vary based on pavement surface type and overall

composition. The intent is to convey various treatment types that would be effective based on the condition of the pavement along the deterioration model.

Figure 1.7.2 (b) General Pavement Treatments by Condition Range



Pavement maintenance, repair, and major rehabilitation would be quite anticipatory if all pavements behaved as depicted in **Figures 1.7.2 (a) and 1.7.2 (b)**, however pavement condition performance vary significantly based on several factors. Factors that contribute to a pavement section's condition and deterioration performance may include: functional design life, material type, material construction quality, climatic conditions, aircraft loading type and frequency, non-aircraft loading type and frequency, maintenance history, subgrade conditions, and other infrastructure in the vicinity. The list of factors is not all-inclusive of all factors that may contribute to a pavement's life cycle, it is intended to clarify that unique conditions certainly will affect a pavement's deterioration.

Figures 1.7.2 (c) and 1.7.2 (d), depict visual conditions of pavement facilities, for both AC and PCC respectively, with approximated PCI ranges and corresponding repair and rehabilitation measures.

Figures 1.7.2 (c) Flexible Asphalt Concrete

	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require surface treatments (seal coat), thin overlays, and/or joint/crack sealing.
Major Rehabiliation	40-64	50		Pavements that have deteriorated below a PCI 65 (but above 39), or within the range of 'Very Poor' to 'Fair' conditions, may require major rehabilitation such as pavement mill and overlay or partial full-depth reconstruction.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

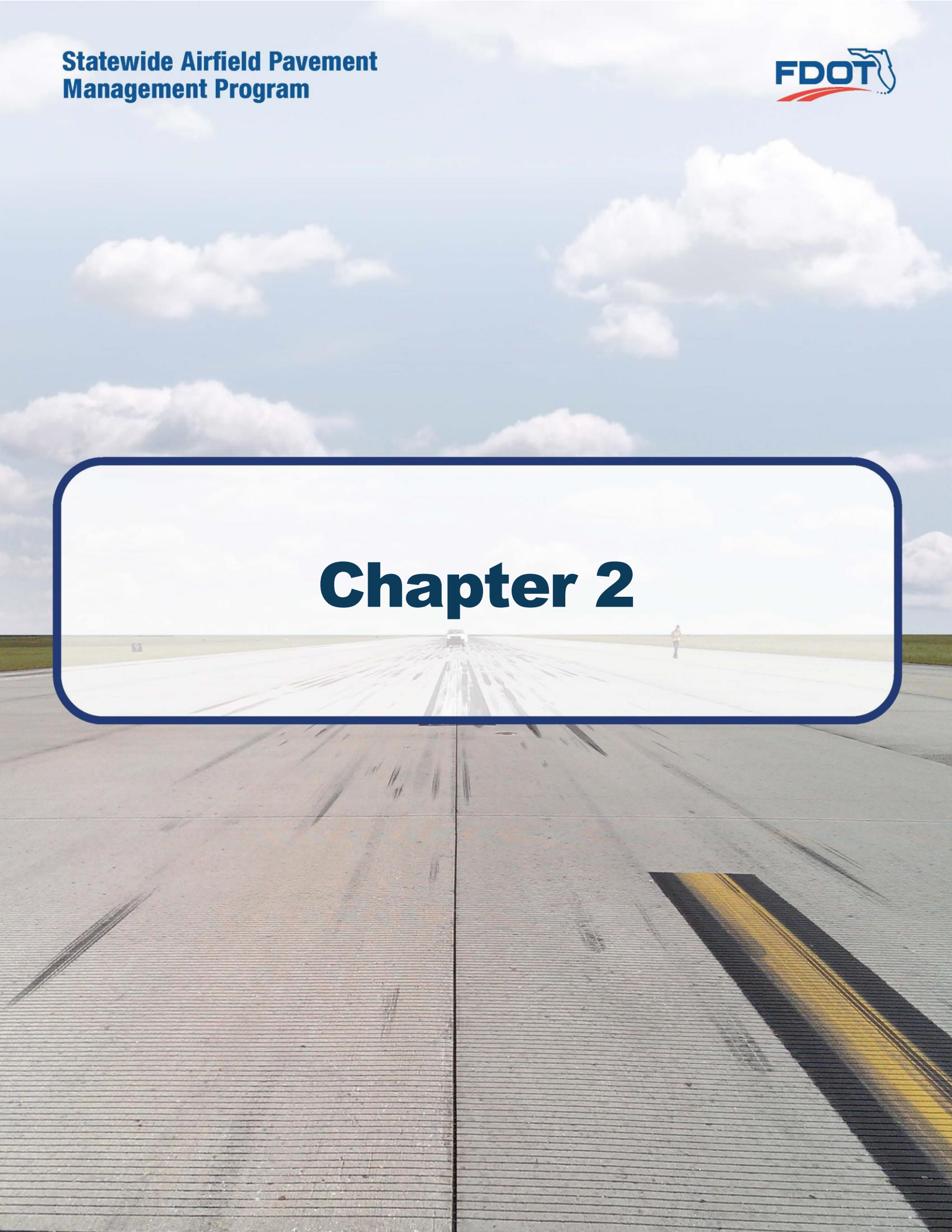
Figures 1.7.2 (d) Rigid Portland Cement Concrete

	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require patches and/or joint/crack sealing.
Major Rehabiliation	40-64	50		Pavements that have deteriorated below a PCI 65 (but above 39), or within the range of 'Very Poor' to 'Fair' conditions may require major rehabilitation such as slab replacement and PCC restoration activity.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

1.8 References

The following reference documents were referenced as specific guidelines and procedures for maintaining airport pavements; establishing an effective pavement maintenance program; and identifying specific pavement distresses, probable causes of distresses, inspection guidelines, and recommended methods of repair:

- ASTM D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”
- FAA Advisory Circular 150/5380-7B “Airport Pavement Management Program.”
- FAA Advisory Circular 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”
- FAA Advisory Circular 150/5320-6F “Airport Pavement Design and Evaluation.”
- Department of the Air Force, Air Force Civil Engineer Center “Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements.”
- Unified Facilities Criteria (UFC) 3-260-16FA 16 “Airfield Pavement Condition Survey Procedures Pavements.”
- Unified Facilities Criteria (UFC) 3-260-03 “Airfield Pavement Evaluation.”
- Pavement Management for Airports, Roads, and Parking Lots 2nd Edition, M.Y. Shahin.



Chapter 2

Chapter 2 – Methodology

An effective pavement management program incorporates the regular collection of pavement condition information and communication of information to appropriate sponsors. This chapter of the report defines the specific methods utilized as part of the SAPMP System Update to meet the requirements of an effective pavement management system as defined by the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)."***

2.1 Airfield Pavement Database

The SAPMP program has historically utilized PAVER™ (formerly MicroPAVER™); the current update has maintained the use of the PAVER™ 7.0 version of the software. The PAVER™ software application was developed by the U.S. Army Construction Engineering Research Laboratory sponsored by the FAA, Federal Highway Administration, U.S. Army, U.S. Air Force, and the U.S. Navy to meet the objectives of an effective pavement management system. The SAPMP consists of a network-level database of the airport's airfield pavement facilities that are part of the program. PAVER™ can achieve the following pavement management objectives: a manageable inventory system, the analysis of the current condition of pavements in accordance with the ASTM D5340, the development of pavement performance models to forecast conditions, and the development of maintenance, repair, and major rehabilitation recommendations based on budgetary scenarios.

PAVER™ inventory management is based on a tiered organizational structure that consists of networks, branches, and sections, with the section being the smallest unit of management. Critical elements of an effective pavement management program are maintained within the network-level PAVER™ database. These elements typically consist of pavement inventory characteristics, pavement structure, work history, historic condition records, and analytical customization.

The SAPMP System Update consisted of the conversion of the previous database from a PAVER™ version 6.5 to a version 7.0.

2.2 Airfield Pavement System Inventory

An airfield pavement system inventory typically maintains the location of all runways, taxiways, and aprons; geometric characteristics; type of pavement structure, year of construction and/or last major rehabilitation; and general composition details of the pavement.

The pavement inventory for an airport's airfield is an assembly of pavement infrastructure information that builds an inventory of branches and sections that codifies the airport's airfield pavement network. General geometry characteristics, estimated length, width, functional classification, pavement surface type, and operational function are among the characteristics identified at this initial phase in the pavement management process. The development of a pavement inventory that reasonably reflects the airport's airfield pavement facilities that are maintained by the airport provides a defined scope of the inspection and analysis efforts. As in the past, the SAPMP scope of work is specific to the airport-maintained airfield pavements as defined in the field network definition exhibits presented to current airport personnel.

A critical input to the pavement system inventory and network definition in the development of the SAPMP update is the date of last major rehabilitation/construction performed on the pavement assets that would set the asset at a PCI of 100 and a condition rating of Good. The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include; pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction.

Aerial imagery was obtained through the FDOT Surveying & Mapping Office's *Aerial Photo Look Up System (APLUS)*. This spatially projected imagery was utilized with computer-aided drafting software (AutoCAD) in concert with geographical information system software (ArcGIS) to develop a planning-level representative model that reasonably reflects the pavement assets at the airport.

2.2.1 Pavement Management Program Network Definition Terminology

There are several terms that are common in the communication of the results of the SAPMP System Update, these terms are defined as follows:

Pavement Network

A pavement network is a logical unit for organizing pavements into a structure for pavement management. A network will typically consist of one or more pavement *branches*, which are typically comprised of one or many pavement *sections*. The network is the starting point of the hierarchy of pavement management organization. For example, a network can be all the pavements within an airport's airfield or all the pavements in a statewide program. For the FDOT SAPMP, a network represents an individual airport's airfield pavement facilities maintained by the airport.

The SAPMP System Update consists of research and evaluation of existing record documentation for the participating airports' airfield facilities. The pavement network is typically limited to the pavement facilities subject to aircraft use that is also maintained by the airport owner and eligible for public funding.

Pavement Branch

A pavement branch, also known as a facility, is a logical unit of generally identifiable pavement of a network with distinct functional classification. For example, within an airfield each runway, taxiway, or apron is considered a branch. A branch must consist of at least one section.

Pavement Section

A pavement section, also known as a feature, is the most specific management unit when considering the application and selection of maintenance, repair, and/or major rehabilitation treatments on an area of pavement within a branch. Each branch consists of at least one section, but may consist of more if pavement feature characteristics are distinct throughout the branch. Characteristics considered when subdividing branches into sections include, but are not limited to: pavement structure, type, age, condition, and function; traffic composition and frequency (current and future); geometric location; construction history; and other related

infrastructure features (e.g. drainage). A pavement section is defined as a subordinate of a pavement branch, which is a subordinate of a "parent" pavement network.

Pavement Sample Unit

A pavement sample unit is a subdivision of a pavement section that has a standard size range: twenty (20) continuous slabs (±8 slabs) for Portland Cement Concrete (PCC) pavement and 5,000 contiguous square feet (±2,000 ft^2) for flexible asphalt concrete (AC) or porous friction course pavements.

Table 2.2.1 Airfield Pavement Database Network Definition Terminology

PMS Network Level	Common Definition	Airport Example
Network	Overall pavement assets maintained by the Airport	"Tallahassee International Airport – Airfield Pavements"
Branch Name	Commonly defined asset name as established by Airport and by use	"Runway 18-36"
Branch ID	Codified shorthand name for commonly defined asset established for database identification	"RW 18-36" RW, Branch Use, "Runway" 18-36, Runway Facility
Section ID	Codified identification for pavement asset that is distinct by the following: • Pavement Composition • Construction Work History • Aircraft Traffic • Condition Records	"6105"
Sample Unit	A numeric identification of an area of pavement (5,000±2,000 SF of AC or 20±8 slabs of PCC) that has been inspected in accordance with ASTM D5340-12.	"300"

2.3 Airfield Pavement Structure

2.3.1 Pavement Structure Types

Airport airfield pavements are constructed to provide adequate support for the loads imposed by aircraft and produce a firm, stable, smooth, all-year, all-weather surface free of debris or other particles that may be blown or dislocated by propeller wash or jet blast. Typical pavement planning and design requires coordination of factors that include but are not limited to; subgrade conditions, material layer types, aircraft fleet mix (type, frequency, and traffic growth), and functional use. A pavement structure is composed of constructed layers that consist of subgrade, subbase, base course, structural courses, and surfaces courses. For the FDOT SAPMP, two major pavement structure types are classified for evaluation and analysis: Flexible Asphalt Concrete Surface and Rigid Portland Cement Concrete Surface. Additionally, Composite Structures known as Whitetopping Pavements are also present at limited airports within the Florida Airports System; these unique pavement structures are evaluated separately.

Flexible Asphalt Concrete Surface

A pavement comprised of aggregate mixture with an asphalt cement binder. The FDOT SAPMP consists of three (3) asphalt concrete surface types: Asphalt Concrete (AC), Asphalt Concrete Overlaid on Asphalt Concrete (AAC), and Asphalt Concrete Overlaid on Portland Cement Concrete (APC).

Asphalt Concrete (AC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on engineered base course material that is layered on subbase and subgrade soil material.

Asphalt Concrete Overlaid on Asphalt Concrete (AAC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing flexible AC pavement section. Flexible airfield pavement sections are AAC when a pavement rehabilitation consists of a pavement milling operation and a resurfacing of asphalt layers; or a direct overlay of asphalt concrete without surface preparation.

Asphalt Concrete Overlaid on Portland Cement Concrete (APC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing Rigid PCC pavement section. This unique pavement composition may result in distinct pavement distress manifestations known as reflective joint cracking.

Rigid Portland Cement Concrete Surface

A pavement comprised of aggregate mixture with a Portland Cement binder. The FDOT SAPMP recognizes Portland Cement Concrete (PCC) as the primary rigid pavement section.

Portland Cement Concrete (PCC)

A rigid pavement section composed of Portland cement concrete placed on a granular or treated base course that is supported on a compacted subgrade. The concrete surface must provide a texture of nonskid qualities, prevent the infiltration of surface water into the subgrade, and provide structural support to the airplanes. Rigid pavement construction requires the layout of appropriately designed joint spacing.

Composite Structure – Whitetopping Pavement

A composite pavement comprised of relatively thin Portland Cement Concrete overlaid on an existing flexible asphalt concrete pavement structure. There are three (3) types of Whitetopping Pavements; Conventional (WHT), Thin (TWT), and Ultra-Thin (UTW).

Conventional Whitetopping (WHT)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible AC pavement section area. The modified PCC layer is typically greater than 8 inches in thickness.

Thin Whitetopping (TWT)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The modified PCC layer is typically between 4 and 8 inches in thickness.

Ultra-Thin Whitetopping (UTW)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The Portland Cement Concrete layer is typically between 2 and 4 inches in thickness.

2.4 Airfield Pavement Work History

2.4.1 Airfield Pavement Record Keeping

It is strongly recommended that airports maintain records of all airfield construction and maintenance related to the pavement facilities. A history of all maintenance and repair performed and its associated costs (construction and soft costs) can provide valuable information on the effectiveness of various treatments on pavements. An airport should maintain detailed records of maintenance (routine, emergency, and proactive) activities. The records should consist of the following:

1. Location and Limits of Work.
2. Types and Severity of Distresses Repaired.
3. Type of Work.
4. Cost of Work.
5. Supporting Documents (contract documents, construction drawings, specifications, bid tabulations, repair product, photograph records, etc.).

2.5 Airfield Pavement Traffic

A pavement section is typically designed to meet the needs of the user (airlines, air cargo, general aviation, and/or military) in providing a safe, smooth, operational surface. Pavement deterioration generally occurs gradually through increased roughness and/or fatigue cracking caused by successive and heavy aircraft traffic.

This study does not consist of a study or analysis of each individual airport's airfield aircraft fleet mix or traffic operations. However, it is strongly recommended that airports incorporate the requirements of FAA Advisory Circular ***150/5320-6F Airport Pavement Design and Evaluation*** when developing design-level rehabilitation activities. The AC provides guidance on incorporation of aircraft traffic fleet mix data.

2.6 Airfield Pavement Condition Index (PCI) Survey

2.6.1 PCI Survey Methodology

In adherence to the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP),"*** the FDOT SAPMP utilizes the PCI Survey Method of inspection to collect pavement distress data and analyze the condition. The PCI Survey Inspection procedure is a visual statistical sampling of pavements for recording primary distress types (e.g. cracking and deformation), associated severities, and quantities as defined by the ASTM D5340-12. This effort is the primary means of obtaining and recording pavement distress data. The survey inspection consists primarily of visual inspection of pavement surfaces for signs of distress and deterioration resulting from loading (aircraft) and environmental influences.

A visual pavement condition survey provides an indication of the cause and rate of deterioration of a pavement section from a functional point of view and can be an indicator of structural distress. The functional condition analysis assesses the rating of the operational surface. A visual PCI Survey Inspection does not predict the remaining structural life of a pavement section, or its ability to support loads. The functional condition determined by the PCI method

can provide a cost-effective means to plan for pavement rehabilitation projects. The timely application of pavement rehabilitation may lead to the extension of functional life of individual pavement sections. This method varies from structural evaluation; functional condition is limited to visually observed distresses and indicative modes of pavement deterioration. A formal structural evaluation analyzes subsurface conditions, material characteristics, and qualitative pavement structure attributes. A structural evaluation may consist of; subsurface geotechnical exploration, falling weight deflectometer testing, petrographic testing, material coring, and/or flexural testing.

2.6.2 Pavement Distress Types

For each section, the severity and quantity of defined distresses are recorded and then analyzed in accordance with the ASTM D5340-12 standard. The standard identifies 17 distinct flexible asphalt concrete distress types and 16 distinct rigid Portland Cement Concrete distress types.

Table 2.6.2 (a) Pavement Distress Types – Flexible Asphalt Concrete-Surfaced Airfields

Distress	Common Distress Mechanisms
Alligator Cracking	Load / Fatigue
Bleeding	Construction Quality/ Mix Design
Block Cracking	Climate / Age
Corrugation	Load / Construction Quality
Depression	Load / Subsurface
Jet Blast	Aircraft
Joint Reflection - Cracking	Climate / Subsurface Pavement / Traffic Load
Longitudinal/Transverse Cracking	Climate / Construction Quality
Oil Spillage	Aircraft / Vehicle
Patching	Utility / Pavement Repair / Age
Polished Aggregate	Repeated Traffic Loading
Raveling	Climate / Age
Rutting	Load / Fatigue
Shoving	PCC Pavement Growth / Movement
Slippage Cracking	Load / Pavement Bond / Mix Design
Swelling	Climate / Subsurface
Weathering	Climate / Age

Table 2.6.2 (b) Pavement Distresses Possible Causes – Flexible Asphalt Concrete-Surfaced Airfields

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
• Alligator Cracking • Corrugation • Depression • Patching of Load-based distress • Polished Aggregate • Rutting • Slippage Cracking	• Bleeding • Block Cracking • Joint Reflection Cracking • L/T Cracking • Patching of climate / durability-caused distresses • Shoving from PCC • Raveling • Weathering • Swelling	• Alligator Cracking • Depression • Patching of moisture / drainage caused distress • Swelling • Raveling • Weathering	• Oil Spillage • Jet Blast Erosion • Polished Aggregate

Table 2.6.2 (c) Pavement Distresses Possible Effects – Flexible Asphalt Concrete-Surfaced Airfields

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
• Corrugation • Depression • Rutting • Shoving of asphalt pavement • Swelling • Raveling • Weathering	• Bleeding • Depression • Polished Aggregate • Rutting	• Block Cracking • Joint Reflection Cracking • L/T Cracking • Slippage Cracking	• All Distresses

Table 2.6.2 (d) Pavement Distresses – Rigid Portland Cement Concrete-Surfaced Airfields

Distress	Common Distress Mechanisms
Blowup	Climate / ASR
Corner Break	Load Repetition / Curling Stresses
Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
Durability Cracking	Freeze-Thaw Cycling
Joint Seal Damage	Material Deterioration / Construction Quality / Age
Small Patch	Pavement Repair
Large Patch/Utility Cut	Utility / Pavement Repair
Popout	Freeze-Thaw Cycling / ASR / Material Quality
Pumping	Load Repetition / Poor Joint Sealant
Scaling	Construction Quality / Freeze-Thaw Cycling
Faulting	Subgrade Quality / ASR / Inadequate Load Transfer
Shattered Slab	Overloading
Shrinkage Cracking	Construction Quality / Climate
Joint Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Corner Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Alkali-Silica Reaction (ASR)	Construction Quality / Climate / Chemical Reaction

Table 2.6.2 (e) Pavement Distresses Possible Causes – Rigid Portland Cement Concrete-Surfaced Airfields

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
• Corner Break • Shattered Slab • L/T/D Cracking • Pumping • Patching of Load-associated distress • Spalling	• Blowup • "D" Cracking • Joint Seal Damage • Popouts • Scaling • Patch of Climate/Durability-associated distress • Shrinkage Cracking • Spalling • L/T/D Cracking	• Corner Break • Shattered Slab • Pumping • Patching of Moisture/Drainage-associated distress	• Settlement / Faulting

Table 2.6.2 (f) Pavement Distresses Possible Effects – Rigid Portland Cement Concrete-Surfaced Airfields

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
• Blowup • Corner Break • L/T/D Cracking • Shattered Slab • Settlement / Faulting • Spalling	• Settlement / Faulting • Spalling	• Corner Break • L/T/D Cracking • "D" Cracking • Joint Seal Damage • Shattered Slab • Popouts • Scaling	• All distresses

2.6.3 PCI Survey Inspection Procedures

Inspection Sampling Rate

The FDOT SAPMP performs PCI Survey Inspections on sample units defined in the previous update. The sample units are subject to change at the discretion of the inspection personnel and/or to major pavement rehabilitation treatments. Furthermore, access to the sample units based on accessibility or impacts to operations may affect the overall sampling rate effort at each airport. The following **Tables 2.6.3 (a) and (b)** define the sampling criteria used by the FDOT SAPMP. A higher sampling rate may be utilized to achieve a greater statistical confidence should the airport have the available resources to perform PCI Survey Inspections independent of the FDOT SAPMP.

Table 2.6.3 (a) Recommended Sample Rate Schedule for Flexible Asphalt Concrete

Number of Total Sample Units in Section	Sample Units to Inspect	
	Runways	Taxiways, Aprons, and Others
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
51 or more	20% but ≤20	10% but ≤10

Table 2.6.3 (b) Recommended Sample Rate Schedule for Rigid Portland Cement Concrete

Number of Total Sample Units in Section	Sample Units to Inspect	
	Runways	Taxiways, Aprons, and Others
1 - 3	1	1
4 - 6	2	1
7 - 10	3	2
11 - 15	4	2
16 - 20	5	3
21 - 30	7	3
31 - 40	8	4
41 - 50	10	5
51 or more	20% but ≤20	10% but ≤10

2.6.4 Updates to the ASTM D5340-12

Airfield pavement distresses and conditions were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D5340-12. These procedures define distress type, severity, and quantity for sampling areas within each defined pavement section area to analyze and determine the PCI value and condition rating. During the 2013-2015 System Update, the incorporation of the significant changes to the ASTM D5340 (version D5340-12) resulted in adjusted pavement condition indices on pavement sections subject to the distress types updated. Furthermore, the revision of the PCI deduction curves and the separation of distress types from the original, such as Weathering and Raveling, have in select cases increased the PCI value of the section without any rehabilitation performed.

Flexible Asphalt Concrete Pavement Distress Updates

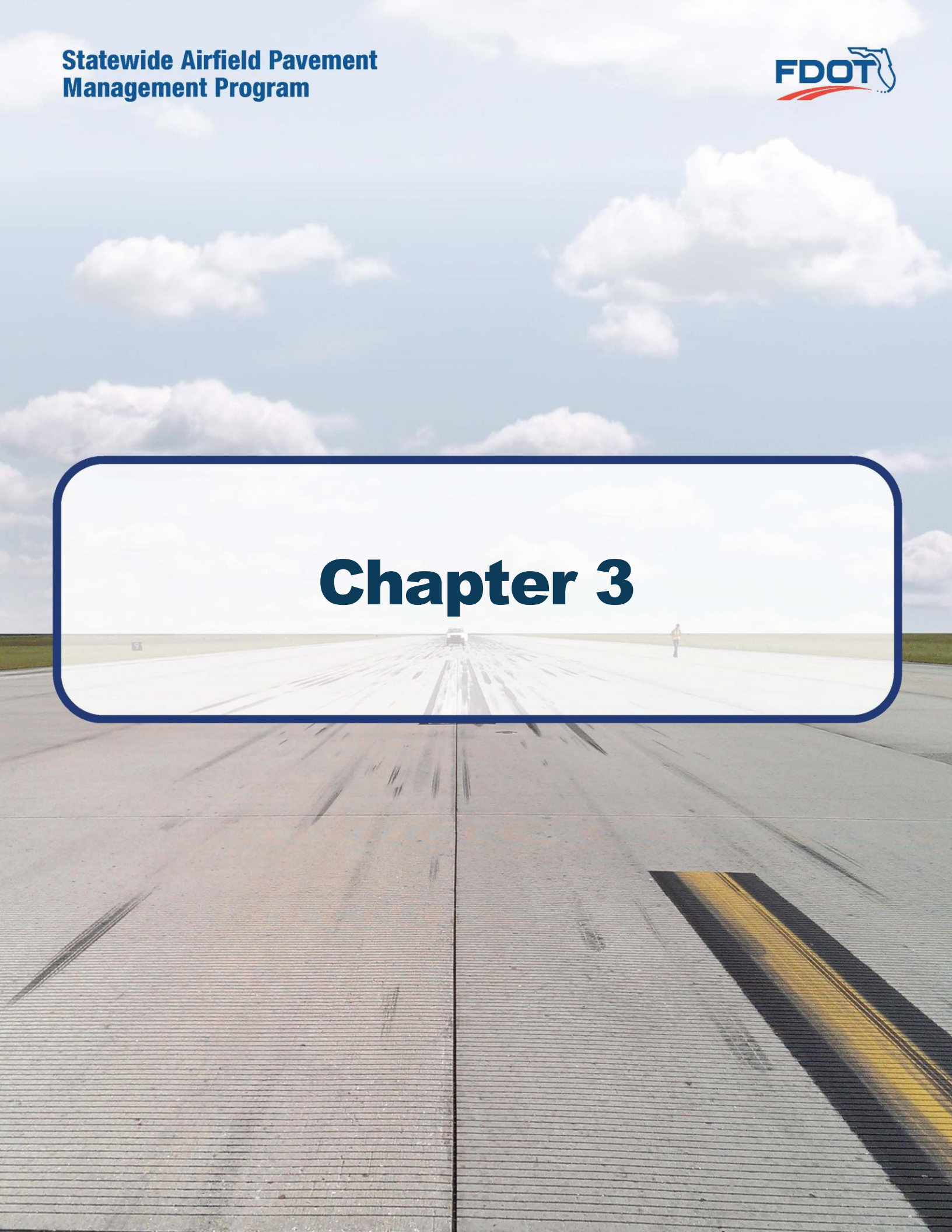
The previous methodology which featured "(52) Weathering and Raveling" distress has been separated into two distresses "(52) Raveling" and "(57) Weathering." Previously, areas that were recorded as "Weathering and Raveling" were considered as one distress with a high deduction. Based on the updated methodology, in certain situations where "Weathering" only exists and does not meet the definition of "Raveling," the PCI deduction is not as high as the former "Weathering and Raveling." Therefore, areas identified only as "(57) Weathering" based on current ASTM standards, which were previously identified as "(52) Weathering and Raveling," may be subject to an improvement in PCI. In instances where pavement PCI has increased due to this update, it is not due to an improvement in actual condition, however indicative of the adjusted distress deterioration effects.

Rigid Portland Cement Concrete Pavement Distress Updates

The previous methodology defined "(70) Scaling" as a distress that consisted of surface deterioration caused by construction defects, material defects, and environmental factors. The distress included *Alkali-Silica Reaction*, also known as ASR. The current methodology has separated Alkali-Silica Reaction as a distress identified as "(76) Alkali-Silica Reaction / ASR." As a result, the previous "(70) Scaling" numerical deduction contribution to the PCI has been reduced. Previous inspections that recorded "(70) Scaling," and currently do not exhibit "(76) Alkali-Silica Reactivity / ASR" may potentially see an increase in PCI. Additionally, "(73) Shrinkage Cracks" has been redefined as "(73) Shrinkage Cracking". Shrinkage Cracking is characterized in two forms; drying shrinkage and plastic shrinkage. Drying shrinkage occurs over time as moisture leaves the pavement, it develops when hardened pavement continues to shrink as excess water not needed for cement hydration evaporates. It forms when subsurface resistance to the shrinkage is present and may extend through the entire depth of the slab. Plastic shrinkage can be caused by both atmospheric conditions and construction. Plastic shrinkage caused by atmospheric conditions develops when there is rapid loss of water in the surface of recently placed pavement. High winds or low humidity are contributing factors to evaporation. These shrinkage cracks can appear as a series of parallel cracks, usually 1 to 3 feet apart and do not extend very deep into the pavement's surface. Plastic shrinkage caused by construction can form from over finishing/overworking of the pavement during construction. These shrinkage cracks appear as a series of inter-connected hairline cracks, or pattern cracking, and are often observed throughout the majority of the slab surface. This condition is also referred to as map cracking or crazing.

Table 2.6.4 Summary of Updates to ASTM D5340-12

Distress Updates to Reflect ASTM 5340-12				
Use and Surface Type	**Updated Distress**	**Former Distress in Prior to 5340-10**	**Deduction Curve**	**Potential Effect**
AC/AAC/ APC Airfield	(52) Raveling - Low	(52) Weathering and Raveling - Low	No Change	N/A
	(52) Raveling - Medium	(52) Weathering and Raveling - Medium	No Change	N/A
	(52) Raveling - High	(52) Weathering and Raveling - High	No Change	N/A
	(57) Weathering - Low	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - Medium	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - High	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
PCC Airfield	(70) Scaling - Low	(70) Scaling, Map Cracking, and Crazing - Low	New	Increase in PCI with no maintenance
	(70) Scaling - Medium	(70) Scaling, Map Cracking, and Crazing - Medium	New	Increase in PCI with no maintenance
	(70) Scaling - High	(70) Scaling, Map Cracking, and Crazing - High	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Low	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Medium	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – High	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(73) Shrinkage Cracking	(73) Shrinkage Cracking	No Change	Prior distress types identified as 'Scaling, Map Cracking, and Crazing' may now be identified as 'Shrinkage Cracking'



Chapter 3

Chapter 3 – Airfield Pavement System Inventory

A significant element of an effective airfield pavement management system is the appropriate record keeping of changes due to construction or operational use of the pavement facilities. This chapter discusses the inventory data collected from the airport and summarizes network-level characteristics of the airport's airfield pavements. At the start of each FDOT SAPMP System Update, all airports are asked to review the existing Airfield Pavement Network Definition exhibit for accuracy. Furthermore, participating airports are asked to provide documentation for any recent or anticipated construction related to their airfield pavements.

3.1 Airfield Pavement Network Information

3.1.1 Previous and/or Anticipated Airfield Pavement Construction

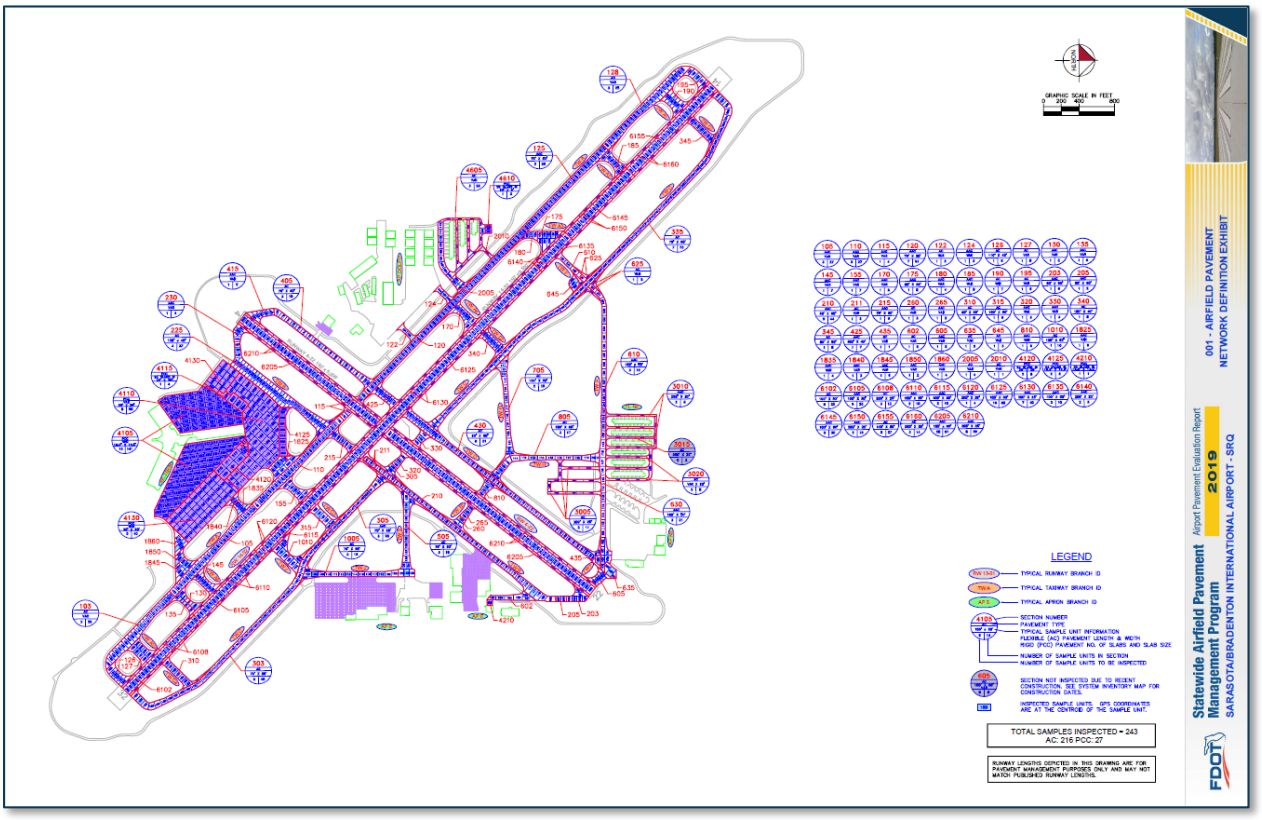
Based on information provided by the airport, the following **Table 3.1.1** summarizes the airfield pavement construction projects that have been incorporated into the SAPMP database system since the 2013-2015 System Update. **Figure 3.1.1 (a)** and **Figure 3.1.1 (b)** provides an inset view of the 2019 Airfield Pavement Network Definition Exhibit and the 2019 Airfield Pavement System Inventory Exhibits that depict the updated network details for the airport reflected in the PAVER Database. Large format exhibits are referenced in **Appendix C Technical Exhibits**.

Table 3.1.1 Previous and/or Anticipated Airfield Pavement Construction

Year	General Work Description
2013	**TW J** - New Construction
2018	**TL NE** - Reconstruction
2020	**TW B** - Future Rehabilitation

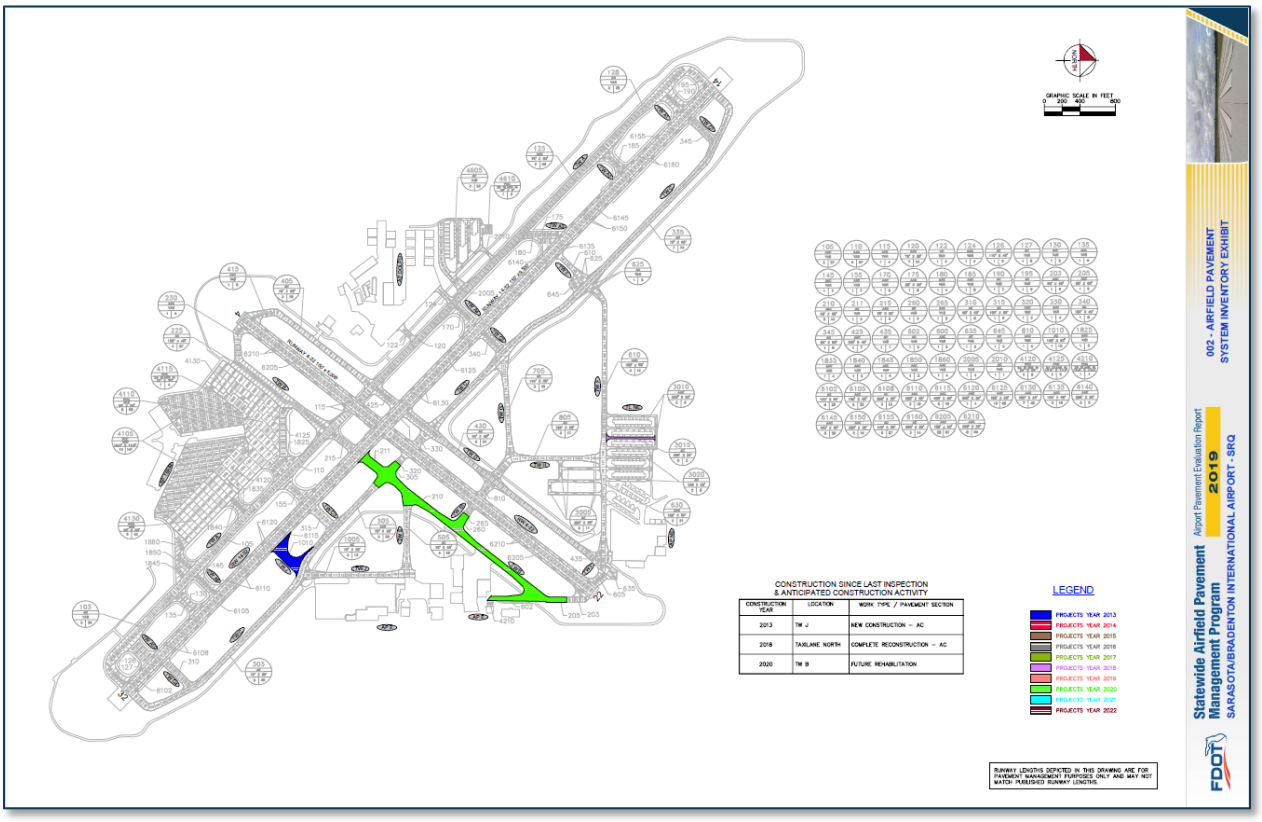
The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include: pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction. These pavements were not formally subject to a PCI Survey and actual conditions may vary. Furthermore, any localized maintenance or repair performed that would improve the PCI will be considered in the condition analysis, if performed within inspection areas.

Figure 3.1.1 (a) 2019 Airfield Pavement Network Definition Exhibit



The Airfield Pavement Network Definition Exhibit provides details to the PCI Survey inspection efforts. The exhibit identifies the pavement facilities, surface type, section definition, and sample unit delineation.

Figure 3.1.1 (b) 2019 Airfield Pavement System Inventory Exhibit

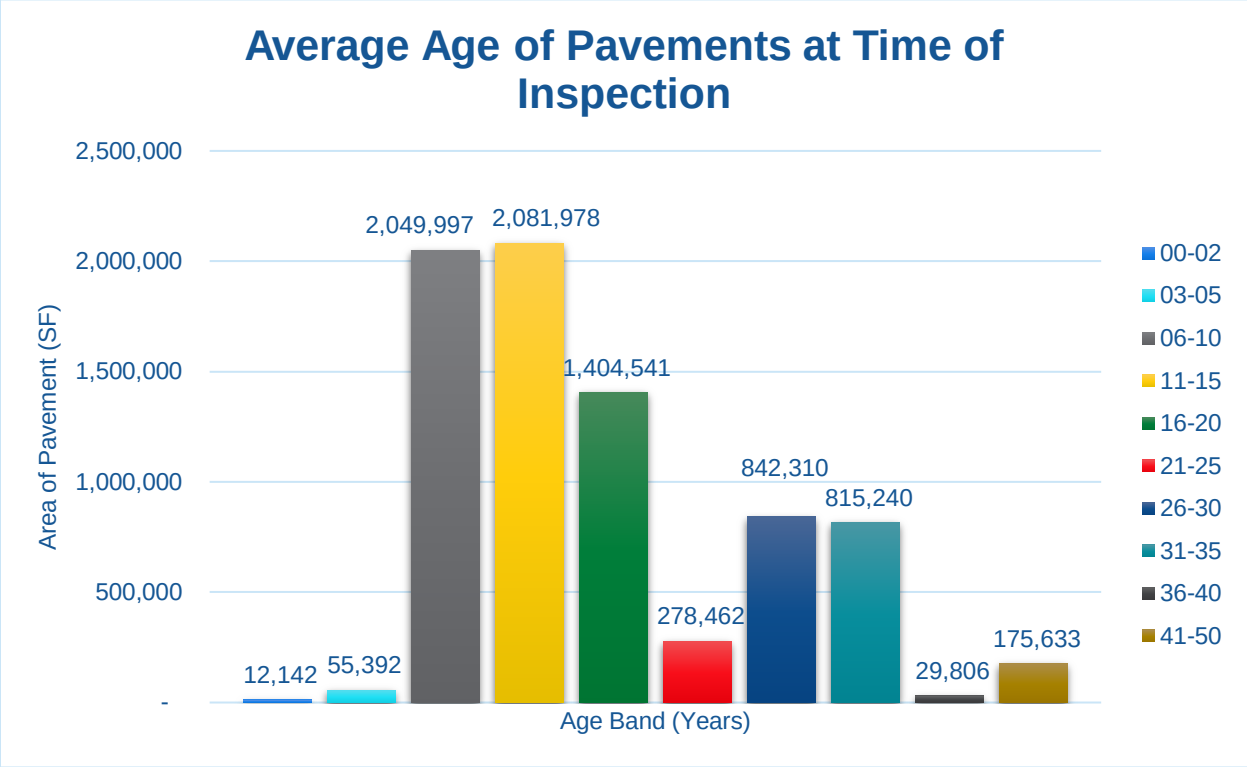


The Airfield Pavement System Inventory Exhibit provides details to the work history updates communicated by the Airport. The Exhibit provides the approximate limits of recent and/or anticipated construction on the airfield pavement facilities. The limits are based on documentation provided by the Airport and, if constructed, observed in the field.

3.1.2 Estimated Pavement Age

Standard pavement design practice considers a design life of a 20-year period. Design inputs typically require subgrade soil conditions, pavement section layer material characteristics, and anticipated loading (aircraft fleet mix) for the design-life period. Based on the review of the historic airfield pavement construction, **Figure 3.1.2** summarizes the average age of the pavement sections at the time of the PCI survey inspection. Age is determined to be the number of years since any major construction activity has occurred. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report.

Figure 3.1.2 Average Age of Pavements at Inspection

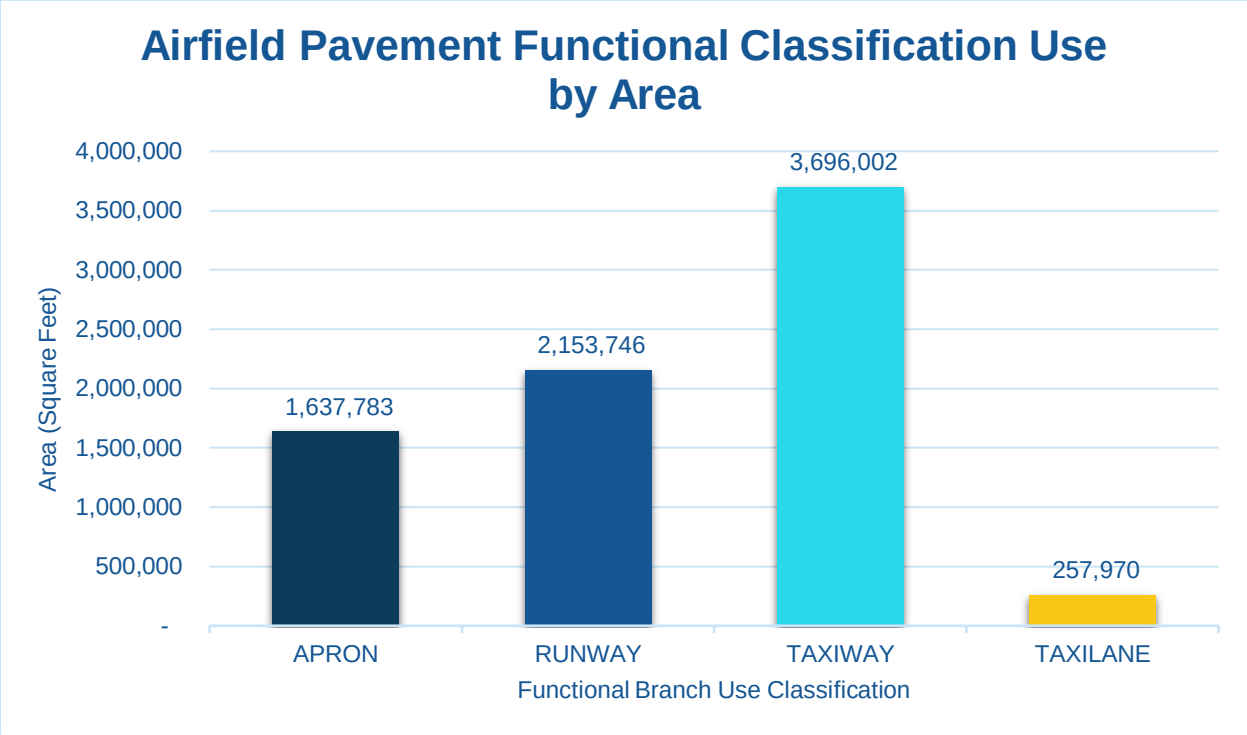


The estimation of the pavement age is based on information requested and provided by participating airports. Additionally, data collected in the prior system updates since 1992 have been relied upon.

3.1.3 Functional Use Classification

Pavements are subject to varying aircraft loading patterns based on utilization and overall operations. For this SAPMP Update, the following categories of airfield functional use have been identified and associated with the following possible pavement branch facilities: Apron, Runway, Taxiway, and Taxilane. **Figure 3.1.3** summarizes the identified pavements' functional use by area in square feet. The pavement areas reviewed exclude shoulder pavement facilities.

Figure 3.1.3 Airfield Pavement Functional Classification Use by Area



3.1.4 Pavement Surface Type

The airfield pavement facility surface types within the SAPMP include four common types of pavement: Portland cement concrete (PCC), asphalt concrete (AC), asphalt concrete overlaid on asphalt concrete (AAC), and asphalt concrete overlaid on Portland cement concrete (APC).

Based on the record documentation incorporated within the SAPMP database throughout the years, the pavement surface types have been assigned to the various pavement sections in accordance to its work history composition. The following **Figures 3.1.4 (a) and (b)** summarize the applicable pavement types observed at this specific airport's airfield.

Figure 3.1.4 (a) Pavement Surface Type by Area (SF)

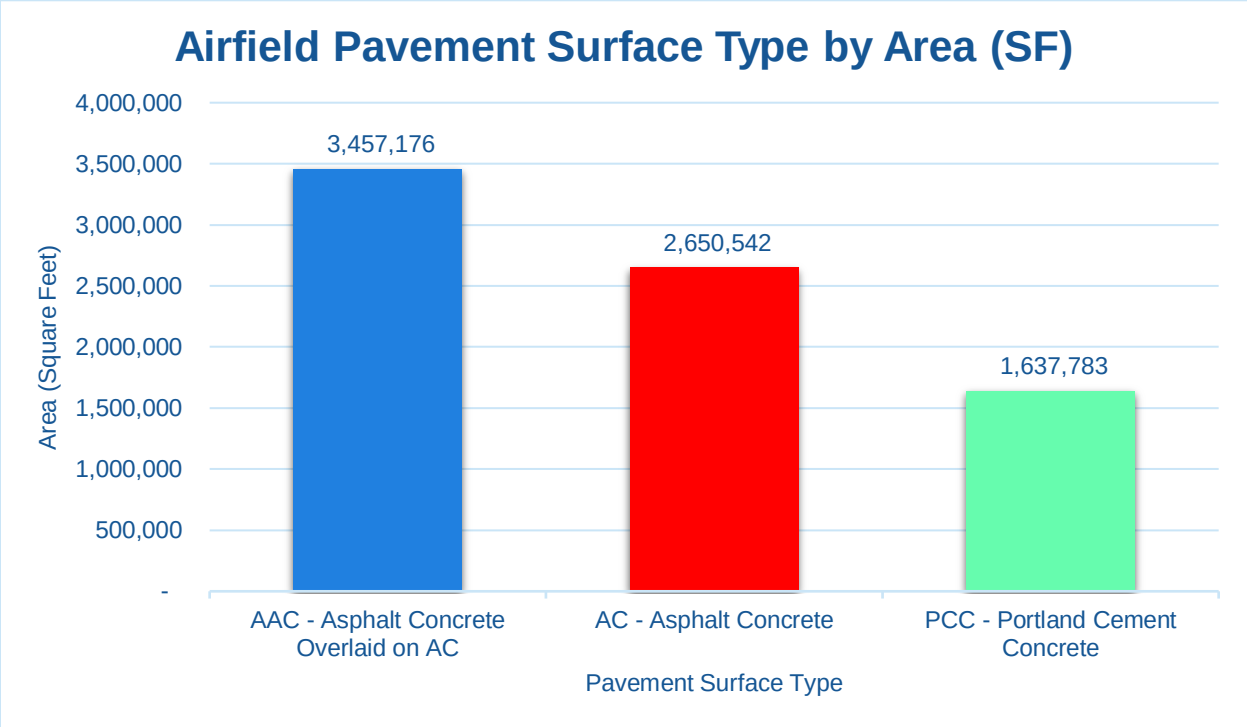
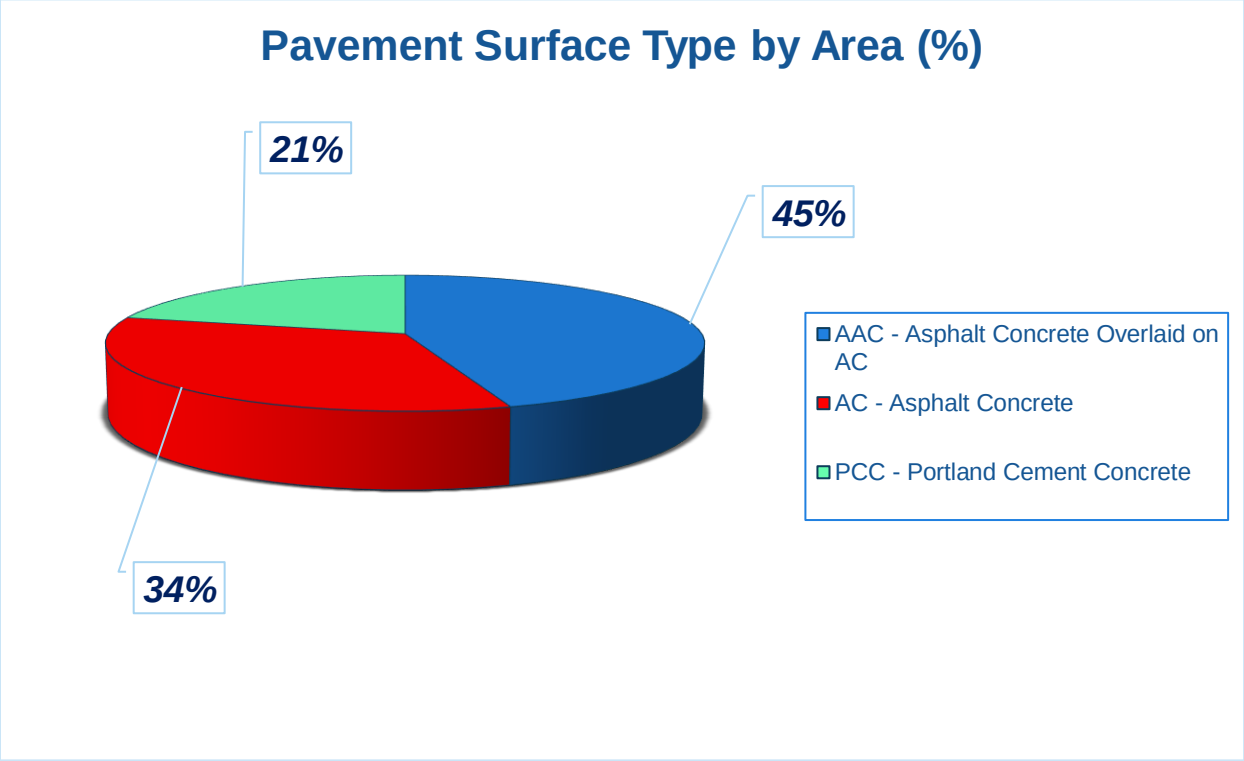


Figure 3.1.4 (b) Pavement Surface Type by Area (%)



3.1.5 Pavement System Inventory Details

The following **Table 3.1.5** displays the section-level details assembled as part of this update. The section-level details are based on the record documentation provided by the airports to FDOT and from SAPMP System Updates. The details assembled rely on the accuracy and the adequacy of data provided; however, it should be noted that characteristics such as pavement areas may be based on aerial interpretation of spatially projected imagery. The accuracy of data is presented with the intention of a network planning-level document; should the airport elect to perform rehabilitation work, it is recommended that further investigation be performed at the project level for construction purposes.

In summary, the scope of the pavement inventory update resulted in the updating of select existing pavement geometry and the development of an AutoCAD model with spatial projection for use within GIS. **Appendix A** includes the Airfield Pavement Network Definition Exhibit and the Airfield Pavement System Inventory Exhibit which visually summarize the results of the Airfield Pavement System Inventory analysis and reporting.

Table 3.1.5 Pavement System Inventory Details

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
SRQ	EAST APRON	AP E	APRON	4210	65	60	3,900	PCC	12/25/1994
SRQ	TERMINAL APRON	AP TERM	APRON	4105	2,024	438	685,188	PCC	1/1/1989
SRQ	TERMINAL APRON	AP TERM	APRON	4110	1,525	275	422,965	PCC	1/1/1983
SRQ	TERMINAL APRON	AP TERM	APRON	4115	300	120	35,200	PCC	1/1/1989
SRQ	TERMINAL APRON	AP TERM	APRON	4120	420	160	70,800	PCC	1/1/1989
SRQ	TERMINAL APRON	AP TERM	APRON	4125	550	75	45,080	PCC	1/1/1989
SRQ	TERMINAL APRON	AP TERM	APRON	4130	1,260	350	368,000	PCC	1/1/1984
SRQ	AP W	AP W	APRON	4610	95	70	6,650	PCC	12/25/1998
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6102	1,150	100	115,000	AC	1/1/2001
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6105	1,000	100	100,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6108	1,150	25	57,500	AC	1/1/2001
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6110	500	100	50,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6115	500	100	50,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6120	250	100	25,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6125	4,005	100	400,500	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6130	4,005	50	200,250	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6135	500	100	50,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6140	250	100	25,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6145	1,000	100	100,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6150	500	100	50,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6155	1,345	100	134,500	AC	1/1/2001
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6160	1,345	50	67,250	AC	1/1/2001
SRQ	RUNWAY 4-22	RW 4-22	RUNWAY	6205	4,859	100	485,831	AAC	1/1/2010
SRQ	RUNWAY 4-22	RW 4-22	RUNWAY	6210	4,859	50	242,915	AAC	1/1/2010
SRQ	APRON T-HANGARS WEST	TL AP W	TAXILANE	4605	2,600	75	100,722	AC	12/25/1998

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
SRQ	TAXILANE NORTHEAST	TL NE	TAXILANE	3005	1,840	25	55,325	AC	12/25/2006
SRQ	TAXILANE NORTHEAST	TL NE	TAXILANE	3010	2,000	20	43,681	AAC	12/25/2003
SRQ	TAXILANE NORTHEAST	TL NE	TAXILANE	3015	550	20	12,142	AC	6/1/2018
SRQ	TAXILANE NORTHEAST	TL NE	TAXILANE	3020	1,850	20	46,100	AC	12/25/1998
SRQ	TAXIWAY A	TW A	TAXIWAY	103	1,132	90	110,514	AC	1/1/2001
SRQ	TAXIWAY A	TW A	TAXIWAY	105	1,350	90	123,186	AAC	1/1/2010
SRQ	TAXIWAY A	TW A	TAXIWAY	110	1,400	90	119,270	AAC	1/1/2010
SRQ	TAXIWAY A	TW A	TAXIWAY	115	250	78	20,371	AAC	1/1/2010
SRQ	TAXIWAY A	TW A	TAXIWAY	120	2,572	75	193,796	AAC	1/1/2010
SRQ	TAXIWAY A	TW A	TAXIWAY	125	1,288	75	102,225	AAC	1/1/2010
SRQ	TAXIWAY A	TW A	TAXIWAY	126	253	110	30,753	AC	1/1/2001
SRQ	TAXIWAY A	TW A	TAXIWAY	128	1,322	75	124,368	AC	1/1/2002
SRQ	TAXIWAY A	TW A	TAXIWAY	195	255	106	30,044	AC	1/1/2001
SRQ	TAXIWAY A1	TW A1	TAXIWAY	190	240	140	38,481	AC	1/1/2002
SRQ	TAXIWAY A10	TW A10	TAXIWAY	127	240	140	38,539	AC	1/1/2001
SRQ	TAXIWAY A2	TW A2	TAXIWAY	185	271	90	35,555	AAC	1/1/1993
SRQ	TAXIWAY A3	TW A3	TAXIWAY	175	294	112	38,350	AAC	1/1/2010
SRQ	TAXIWAY A3	TW A3	TAXIWAY	180	153	112	15,845	AAC	1/1/2010
SRQ	TAXIWAY A4	TW A4	TAXIWAY	170	288	90	38,808	AAC	1/1/2010
SRQ	TAXIWAY A7	TW A7	TAXIWAY	155	281	95	35,813	AAC	1/1/2010
SRQ	TAXIWAY A8	TW A8	TAXIWAY	145	273	90	31,777	AAC	1/1/2010
SRQ	TAXIWAY A9	TW A9	TAXIWAY	130	165	48	10,830	AAC	1/1/2010
SRQ	TAXIWAY A9	TW A9	TAXIWAY	135	273	90	25,046	AAC	1/1/2001
SRQ	TAXIWAY TO DOLPHIN APRON	TW AP DOLP	TAXIWAY	122	210	50	12,538	AC	1/1/1993
SRQ	TAXIWAY TO DOLPHIN APRON	TW AP DOLP	TAXIWAY	124	210	60	14,535	AAC	1/1/1993
SRQ	TAXIWAY TO EAST APRON	TW AP E	TAXIWAY	602	558	50	29,806	AC	1/1/1980

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
SRQ	TAXIWAY B	TW B	TAXIWAY	203	261	60	23,710	AAC	1/1/2010
SRQ	TAXIWAY B	TW B	TAXIWAY	205	120	60	7,200	AAC	1/1/1977
SRQ	TAXIWAY B	TW B	TAXIWAY	210	2,670	60	168,433	AAC	1/1/1977
SRQ	TAXIWAY B	TW B	TAXIWAY	211	227	40	12,058	AC	12/25/2002
SRQ	TAXIWAY B	TW B	TAXIWAY	215	288	75	26,159	AAC	1/1/2010
SRQ	TAXIWAY B	TW B	TAXIWAY	225	1,290	159	186,792	AC	11/14/2011
SRQ	TAXIWAY B	TW B	TAXIWAY	230	200	70	19,201	AAC	1/1/2010
SRQ	TAXIWAY B1	TW B1	TAXIWAY	260	116	90	18,379	AC	12/25/2005
SRQ	TAXIWAY B1	TW B1	TAXIWAY	265	175	70	13,111	AAC	1/1/2010
SRQ	TAXIWAY C	TW C	TAXIWAY	303	3,005	60	191,641	AC	12/25/2002
SRQ	TAXIWAY C	TW C	TAXIWAY	305	1,167	60	88,506	AAC	12/25/2002
SRQ	TAXIWAY C	TW C	TAXIWAY	320	183	90	13,872	AAC	1/1/2010
SRQ	TAXIWAY C	TW C	TAXIWAY	330	175	90	18,094	AAC	1/1/2010
SRQ	TAXIWAY C	TW C	TAXIWAY	335	5,315	60	340,865	AC	12/25/2004
SRQ	TAXIWAY C1	TW C1	TAXIWAY	345	355	80	32,704	AC	12/25/2004
SRQ	TAXIWAY C2	TW C2	TAXIWAY	340	295	100	36,914	AC	12/25/2004
SRQ	TAXIWAY C3	TW C3	TAXIWAY	315	294	100	35,788	AC	12/25/2002
SRQ	TAXIWAY C4	TW C4	TAXIWAY	310	395	80	37,673	AC	12/25/2002
SRQ	TAXIWAY D	TW D	TAXIWAY	405	1,375	60	88,300	AC	1/1/2001
SRQ	TAXIWAY D	TW D	TAXIWAY	415	313	75	24,545	AAC	1/1/2010
SRQ	TAXIWAY D	TW D	TAXIWAY	425	290	100	32,831	AAC	12/25/2010
SRQ	TAXIWAY D	TW D	TAXIWAY	430	2,700	60	195,052	AC	12/25/2004
SRQ	TAXIWAY D	TW D	TAXIWAY	435	60	100	6,042	AC	1/1/1992
SRQ	TAXIWAY E	TW E	TAXIWAY	505	956	60	90,559	AC	12/25/2004
SRQ	TAXIWAY F	TW F	TAXIWAY	605	175	100	21,519	AAC	1/1/2010
SRQ	TAXIWAY F	TW F	TAXIWAY	610	1,801	50	94,932	AAC	1/1/1993

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
SRQ	TAXIWAY F	TW F	TAXIWAY	625	300	25	25,498	AC	12/25/2004
SRQ	TAXIWAY F	TW F	TAXIWAY	630	1,821	50	110,224	AAC	12/25/2010
SRQ	TAXIWAY F	TW F	TAXIWAY	635	155	98	16,460	AC	12/25/2005
SRQ	TAXIWAY F	TW F	TAXIWAY	645	121	121	13,980	AC	12/25/2004
SRQ	TAXIWAY G	TW G	TAXIWAY	705	1,127	50	75,944	AC	12/25/2010
SRQ	TAXIWAY H	TW H	TAXIWAY	805	1,254	50	85,417	AC	12/25/2005
SRQ	TAXIWAY H	TW H	TAXIWAY	810	195	95	24,978	AAC	1/1/2010
SRQ	TAXIWAY J	TW J	TAXIWAY	1005	1,075	60	76,394	AC	12/25/2005
SRQ	TAXIWAY J	TW J	TAXIWAY	1010	381	101	55,392	AC	12/25/2013
SRQ	TAXIWAY R	TW R	TAXIWAY	1825	300	155	44,574	AAC	1/1/1993
SRQ	TAXIWAY R	TW R	TAXIWAY	1835	140	70	18,891	AAC	1/1/1993
SRQ	TAXIWAY R	TW R	TAXIWAY	1840	107	70	11,151	AAC	1/1/1993
SRQ	TAXIWAY R	TW R	TAXIWAY	1845	150	136	31,533	AAC	1/1/1993
SRQ	TAXIWAY R	TW R	TAXIWAY	1850	150	111	10,853	AAC	1/1/1993
SRQ	TAXIWAY R	TW R	TAXIWAY	1860	215	230	24,275	AAC	1/1/1983
SRQ	TAXIWAY T1	TW T1	TAXIWAY	2005	170	95	18,726	AC	12/25/1998
SRQ	TAXIWAY T2	TW T2	TAXIWAY	2010	170	30	6,382	AC	12/25/1998

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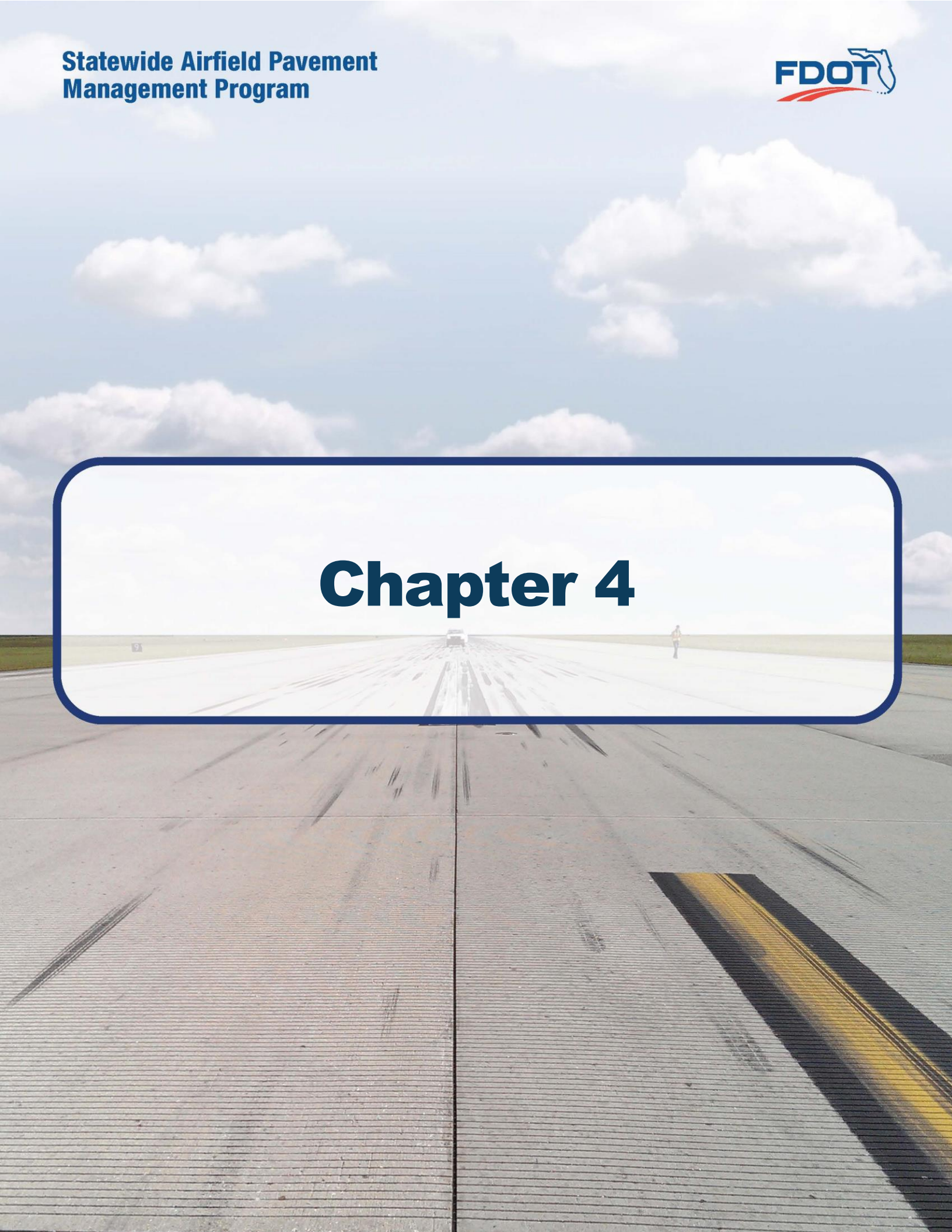


Chapter 4

Chapter 4 – Airfield Pavement Condition

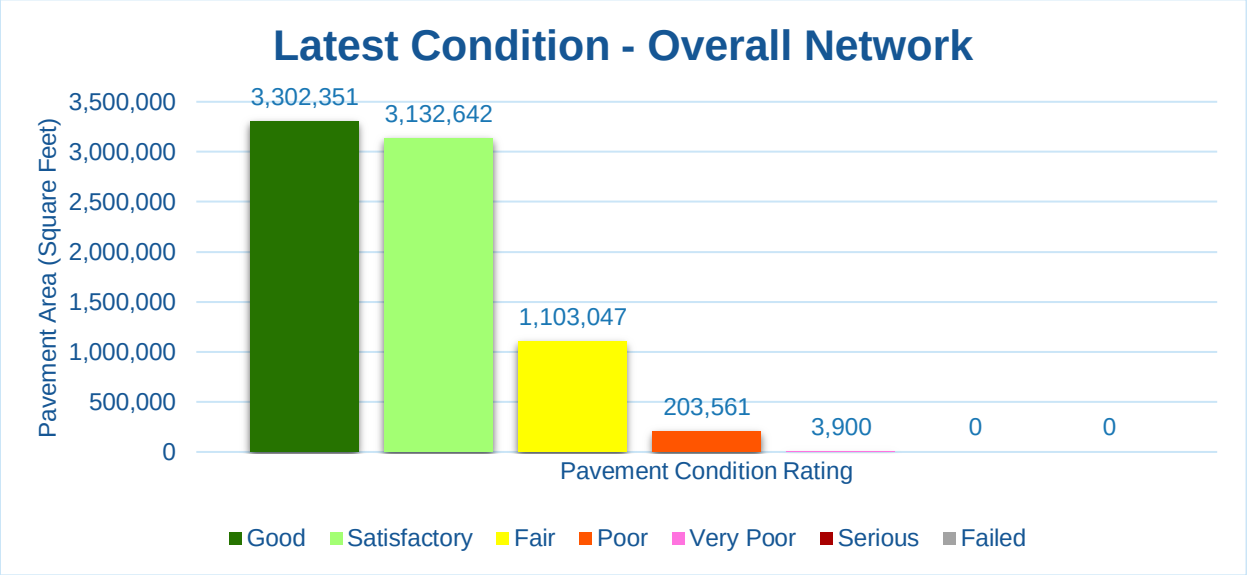
The examination of specific distress types (with causes attributed to load, climate, or other defined distress mechanism), determination of the severity of distress, and determination of the quantity of distress manifestation are required in the computation of a PCI value. The PCI provides valuable information that can be used to determine the existing condition of the pavement, possible cause of the pavement deterioration, and eventually aid in the planning of the rehabilitation of pavements. It should be noted that the PCI method of pavement condition evaluation is strictly a visual and functional evaluation. Further evaluation of the pavement condition may be necessary for design and/or project-level determination of pavement rehabilitation.

4.1 Airfield Pavement Condition Index (Latest Inspection)

4.1.1 Network-Level Analysis

The following **Figure 4.1.1** summarizes the network-level pavement condition analysis based on the most recent PCI Survey inspection results.

Figure 4.1.1 Latest Condition – Overall Network



4.1.2 Branch-Level Analysis

The following **Figures 4.1.2 (a) through (d)** summarize the branch-level pavement condition analysis based on the most recent PCI Survey inspection results; the following Figures provide overall branch-level conditions by branch use.

Figure 4.1.2 (a) Latest Condition – Runway Pavements

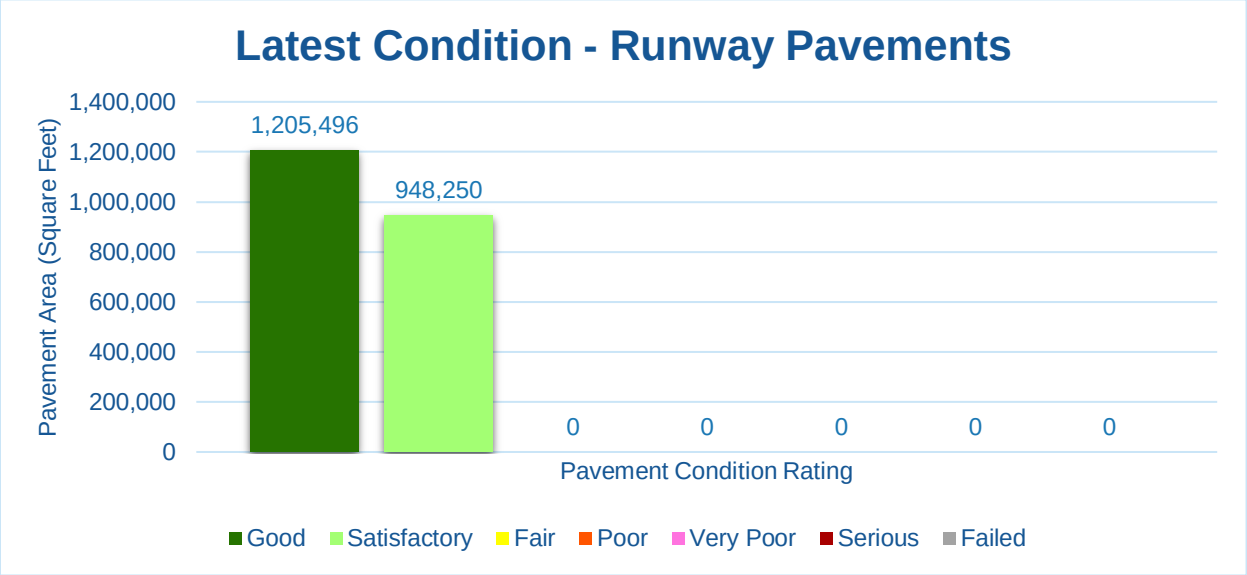


Figure 4.1.2 (b) Latest Condition – Taxiway Pavements

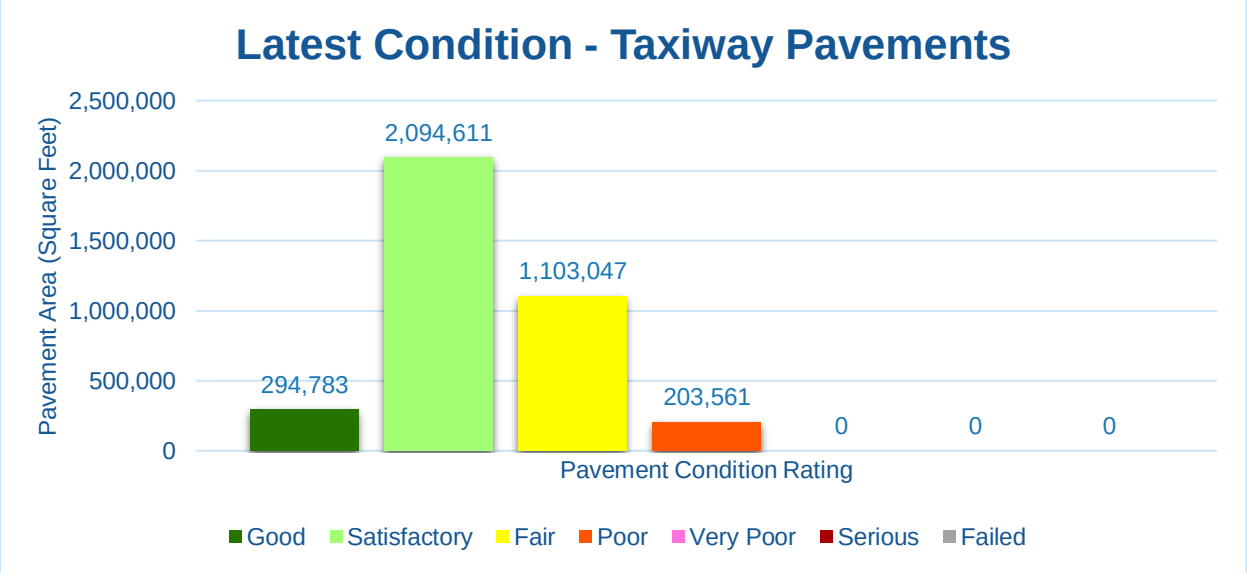


Figure 4.1.2 (c) Latest Condition – Apron Pavements

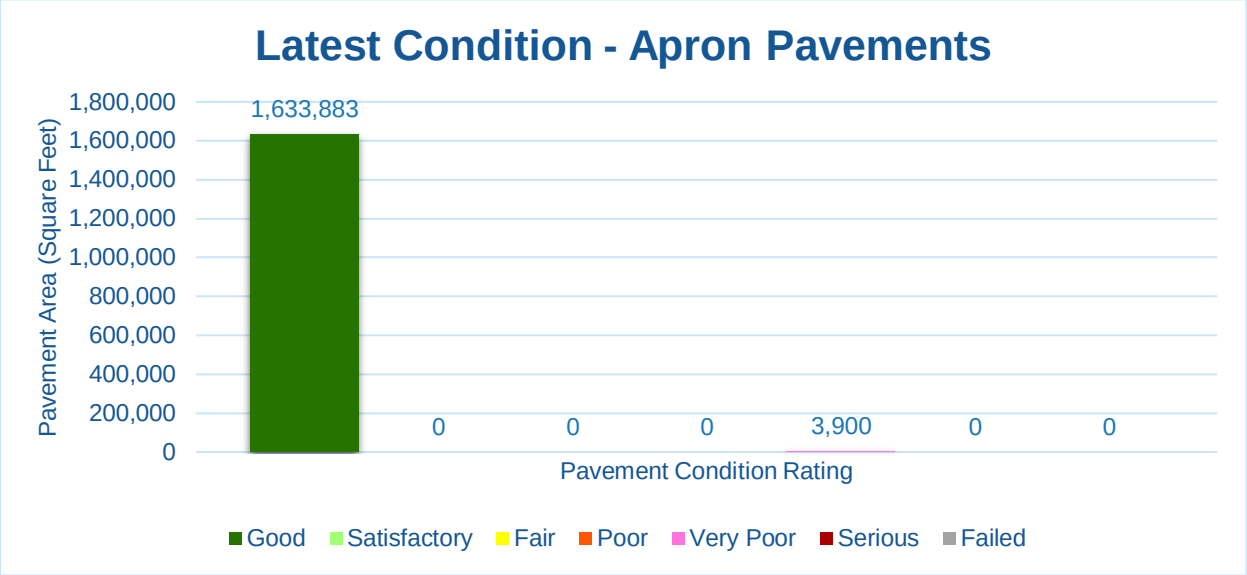
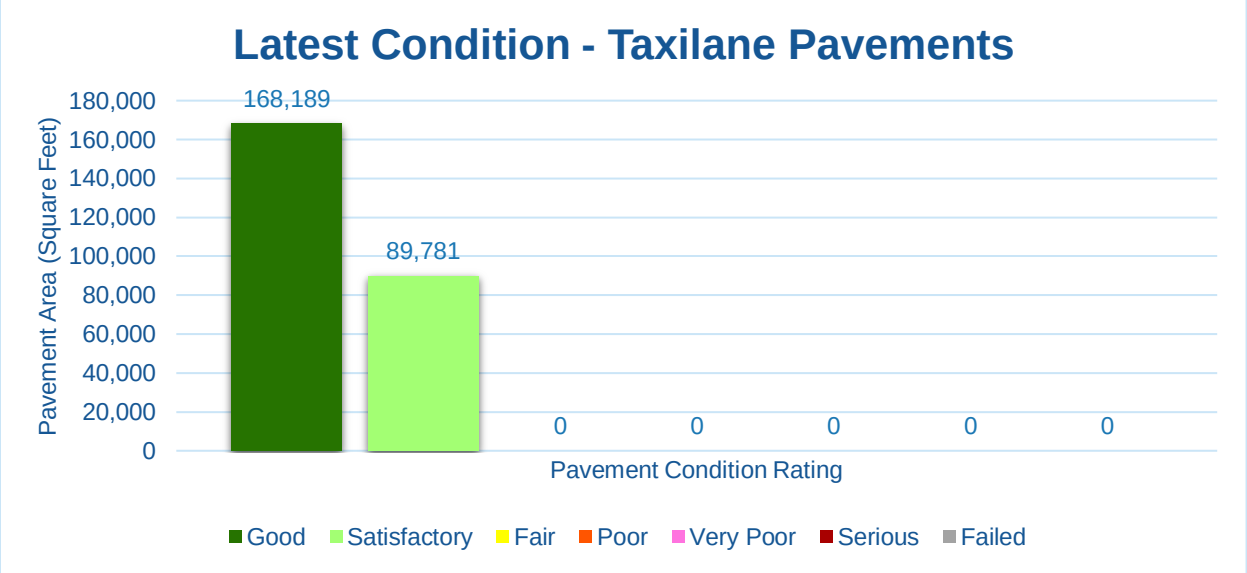


Figure 4.1.2 (d) Latest Condition – Taxilane Pavements



4.1.3 Section-Level Analysis

The following **Table 4.1.3** provides details for each pavement section of its area-weighted average PCI and the percent of distress which is related to load, climate, or other factors. The amount of distress attributed to the various causes provides insight into maintenance, repair, and rehabilitation needs. Load-related distress indicates that pavements are reaching the end of their structural design life, and for those pavements exhibiting a significant amount of these distress types, rehabilitation should be planned to strengthen or reconstruct the pavement. **Appendix C Technical Exhibits** provides a technical exhibit that graphically depicts the PCI values and ratings determined from this SAPMP System Update.

Any pavement facilities subject to pavement construction within the past 2 years or anticipated for construction within the next year may have been omitted from inspection. Pavement subject to major rehabilitation will be set to a PCI of 100.

Table 4.1.3 Latest Pavement Condition Index Summary

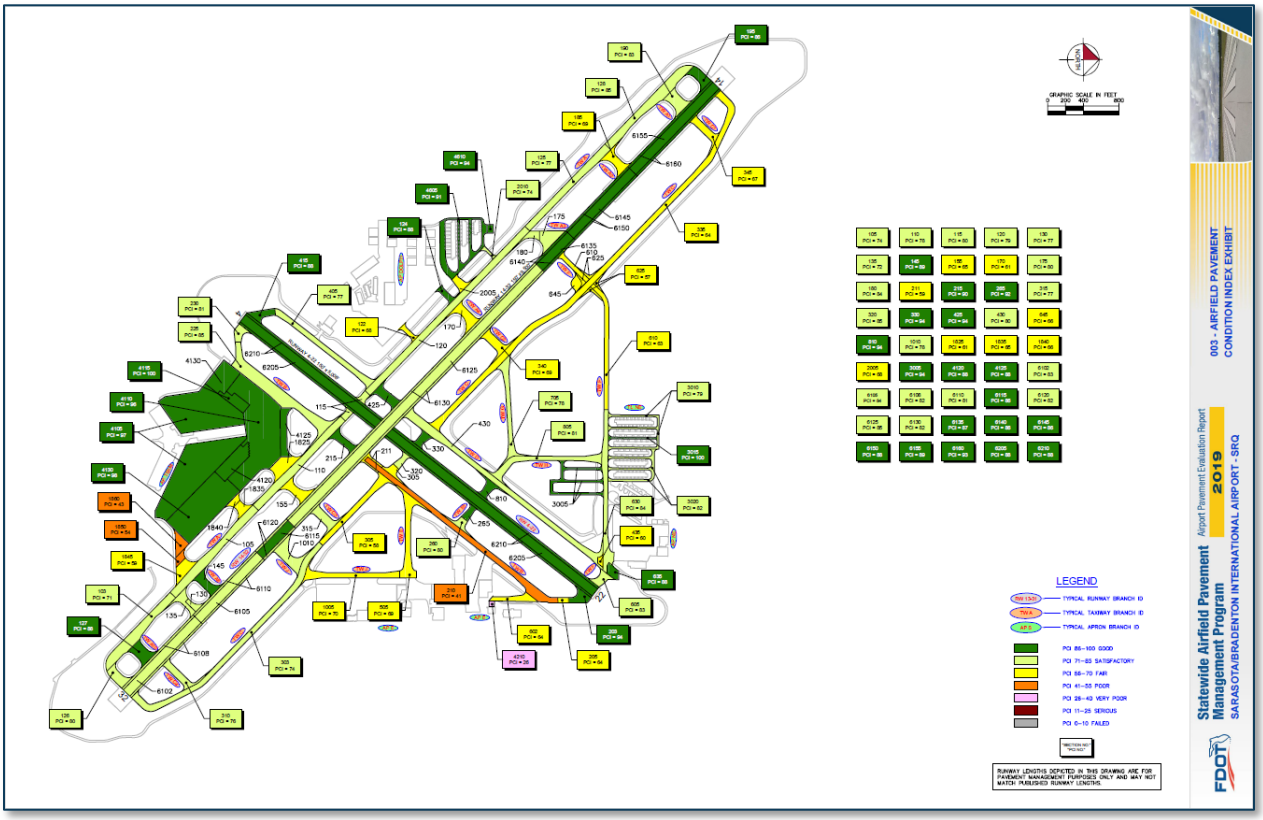
Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
SRQ	AP E	EAST APRON	APRON	4210	3,900	PCC	26	Very Poor	9%	61%	30%	1	1
SRQ	AP TERM	TERMINAL APRON	APRON	4105	685,188	PCC	97	Good	71%	0%	29%	10	141
SRQ	AP TERM	TERMINAL APRON	APRON	4110	422,965	PCC	96	Good	75%	0%	25%	5	50
SRQ	AP TERM	TERMINAL APRON	APRON	4115	35,200	PCC	100	Good	75%	0%	25%	1	4
SRQ	AP TERM	TERMINAL APRON	APRON	4120	70,800	PCC	88	Good	0%	0%	100%	2	8
SRQ	AP TERM	TERMINAL APRON	APRON	4125	45,080	PCC	88	Good	0%	0%	100%	2	9
SRQ	AP TERM	TERMINAL APRON	APRON	4130	368,000	PCC	98	Good	0%	0%	100%	5	40
SRQ	AP W	AP W	APRON	4610	6,650	PCC	94	Good	31%	0%	69%	1	3
SRQ	RW 14-32	RUNWAY 14-32	RUNWAY	6102	115,000	AC	83	Satisfactory	100%	0%	0%	6	23
SRQ	RW 14-32	RUNWAY 14-32	RUNWAY	6105	100,000	AAC	84	Satisfactory	86%	0%	14%	5	20
SRQ	RW 14-32	RUNWAY 14-32	RUNWAY	6108	57,500	AC	82	Satisfactory	100%	0%	0%	3	12
SRQ	RW 14-32	RUNWAY 14-32	RUNWAY	6110	50,000	AAC	81	Satisfactory	55%	0%	45%	2	10
SRQ	RW 14-32	RUNWAY 14-32	RUNWAY	6115	50,000	AAC	86	Good	89%	0%	11%	2	10
SRQ	RW 14-32	RUNWAY 14-32	RUNWAY	6120	25,000	AAC	82	Satisfactory	75%	0%	25%	1	4
SRQ	RW 14-32	RUNWAY 14-32	RUNWAY	6125	400,500	AAC	85	Satisfactory	85%	0%	15%	16	80
SRQ	RW 14-32	RUNWAY 14-32	RUNWAY	6130	200,250	AAC	82	Satisfactory	57%	0%	43%	7	40
SRQ	RW 14-32	RUNWAY 14-32	RUNWAY	6135	50,000	AAC	87	Good	86%	0%	14%	2	10
SRQ	RW 14-32	RUNWAY 14-32	RUNWAY	6140	25,000	AAC	86	Good	76%	0%	24%	2	6
SRQ	RW 14-32	RUNWAY 14-32	RUNWAY	6145	100,000	AAC	86	Good	80%	0%	20%	5	20
SRQ	RW 14-32	RUNWAY 14-32	RUNWAY	6150	50,000	AAC	88	Good	78%	0%	22%	2	10
SRQ	RW 14-32	RUNWAY 14-32	RUNWAY	6155	134,500	AC	89	Good	92%	0%	8%	5	27
SRQ	RW 14-32	RUNWAY 14-32	RUNWAY	6160	67,250	AC	93	Good	100%	0%	0%	3	14
SRQ	RW 4-22	RUNWAY 4-22	RUNWAY	6205	485,831	AAC	88	Good	85%	0%	15%	20	97
SRQ	RW 4-22	RUNWAY 4-22	RUNWAY	6210	242,915	AAC	88	Good	69%	0%	31%	8	50
SRQ	TL AP W	APRON T-HANGARS WEST	TAXILANE	4605	100,722	AC	91	Good	100%	0%	0%	3	23
SRQ	TL NE	TAXILANE NORTHEAST	TAXILANE	3005	55,325	AC	94	Good	100%	0%	0%	2	11
SRQ	TL NE	TAXILANE NORTHEAST	TAXILANE	3010	43,681	AAC	79	Satisfactory	96%	0%	4%	2	8
SRQ	TL NE	TAXILANE NORTHEAST	TAXILANE	3015	12,142	AC	100	Good	0%	0%	0%	0	2
SRQ	TL NE	TAXILANE NORTHEAST	TAXILANE	3020	46,100	AC	82	Satisfactory	91%	0%	9%	2	8
SRQ	TW A	TAXIWAY A	TAXIWAY	103	110,514	AC	71	Satisfactory	31%	69%	0%	3	22
SRQ	TW A	TAXIWAY A	TAXIWAY	105	123,186	AAC	74	Satisfactory	63%	0%	37%	3	27
SRQ	TW A	TAXIWAY A	TAXIWAY	110	119,270	AAC	78	Satisfactory	63%	0%	37%	3	27
SRQ	TW A	TAXIWAY A	TAXIWAY	115	20,371	AAC	80	Satisfactory	54%	0%	46%	1	4
SRQ	TW A	TAXIWAY A	TAXIWAY	120	193,796	AAC	79	Satisfactory	67%	0%	33%	7	51
SRQ	TW A	TAXIWAY A	TAXIWAY	125	102,225	AAC	77	Satisfactory	66%	0%	34%	3	26
SRQ	TW A	TAXIWAY A	TAXIWAY	126	30,753	AC	80	Satisfactory	100%	0%	0%	1	6
SRQ	TW A	TAXIWAY A	TAXIWAY	128	124,368	AC	85	Satisfactory	100%	0%	0%	3	25

Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
SRQ	TW A	TAXIWAY A	TAXIWAY	195	30,044	AC	86	Good	100%	0%	0%	1	5
SRQ	TW A1	TAXIWAY A1	TAXIWAY	190	38,481	AC	83	Satisfactory	100%	0%	0%	1	7
SRQ	TW A10	TAXIWAY A10	TAXIWAY	127	38,539	AC	88	Good	100%	0%	0%	1	8
SRQ	TW A2	TAXIWAY A2	TAXIWAY	185	35,555	AAC	69	Fair	80%	0%	20%	1	8
SRQ	TW A3	TAXIWAY A3	TAXIWAY	175	38,350	AAC	80	Satisfactory	58%	0%	42%	1	8
SRQ	TW A3	TAXIWAY A3	TAXIWAY	180	15,845	AAC	84	Satisfactory	77%	0%	23%	1	4
SRQ	TW A4	TAXIWAY A4	TAXIWAY	170	38,808	AAC	61	Fair	63%	0%	37%	1	8
SRQ	TW A7	TAXIWAY A7	TAXIWAY	155	35,813	AAC	65	Fair	49%	0%	51%	1	7
SRQ	TW A8	TAXIWAY A8	TAXIWAY	145	31,777	AAC	89	Good	100%	0%	0%	1	7
SRQ	TW A9	TAXIWAY A9	TAXIWAY	130	10,830	AAC	77	Satisfactory	80%	0%	20%	1	2
SRQ	TW A9	TAXIWAY A9	TAXIWAY	135	25,046	AAC	72	Satisfactory	81%	0%	19%	1	6
SRQ	TW AP DOLP	TAXIWAY TO DOLPHIN APRON	TAXIWAY	122	12,538	AC	68	Fair	58%	27%	15%	1	2
SRQ	TW AP DOLP	TAXIWAY TO DOLPHIN APRON	TAXIWAY	124	14,535	AAC	88	Good	91%	0%	9%	1	3
SRQ	TW AP E	TAXIWAY TO EAST APRON	TAXIWAY	602	29,806	AC	64	Fair	100%	0%	0%	1	6
SRQ	TW B	TAXIWAY B	TAXIWAY	203	23,710	AAC	94	Good	100%	0%	0%	1	6
SRQ	TW B	TAXIWAY B	TAXIWAY	205	7,200	AAC	64	Fair	89%	0%	11%	1	2
SRQ	TW B	TAXIWAY B	TAXIWAY	210	168,433	AAC	41	Poor	83%	0%	17%	5	44
SRQ	TW B	TAXIWAY B	TAXIWAY	211	12,058	AC	59	Fair	98%	0%	2%	1	2
SRQ	TW B	TAXIWAY B	TAXIWAY	215	26,159	AAC	90	Good	100%	0%	0%	1	6
SRQ	TW B	TAXIWAY B	TAXIWAY	225	186,792	AC	85	Satisfactory	75%	0%	25%	4	37
SRQ	TW B	TAXIWAY B	TAXIWAY	230	19,201	AAC	81	Satisfactory	52%	0%	48%	1	4
SRQ	TW B1	TAXIWAY B1	TAXIWAY	260	18,379	AC	80	Satisfactory	100%	0%	0%	1	3
SRQ	TW B1	TAXIWAY B1	TAXIWAY	265	13,111	AAC	92	Good	100%	0%	0%	1	3
SRQ	TW C	TAXIWAY C	TAXIWAY	303	191,641	AC	74	Satisfactory	82%	0%	18%	5	40
SRQ	TW C	TAXIWAY C	TAXIWAY	305	88,506	AAC	58	Fair	80%	19%	1%	3	20
SRQ	TW C	TAXIWAY C	TAXIWAY	320	13,872	AAC	85	Satisfactory	100%	0%	0%	1	3
SRQ	TW C	TAXIWAY C	TAXIWAY	330	18,094	AAC	94	Good	98%	0%	2%	1	3
SRQ	TW C	TAXIWAY C	TAXIWAY	335	340,865	AC	64	Fair	96%	0%	4%	7	70
SRQ	TW C1	TAXIWAY C1	TAXIWAY	345	32,704	AC	67	Fair	97%	0%	3%	1	8
SRQ	TW C2	TAXIWAY C2	TAXIWAY	340	36,914	AC	69	Fair	100%	0%	0%	1	8
SRQ	TW C3	TAXIWAY C3	TAXIWAY	315	35,788	AC	77	Satisfactory	100%	0%	0%	1	6
SRQ	TW C4	TAXIWAY C4	TAXIWAY	310	37,673	AC	76	Satisfactory	100%	0%	0%	1	8
SRQ	TW D	TAXIWAY D	TAXIWAY	405	88,300	AC	77	Satisfactory	100%	0%	0%	3	19
SRQ	TW D	TAXIWAY D	TAXIWAY	415	24,545	AAC	88	Good	84%	0%	16%	1	5
SRQ	TW D	TAXIWAY D	TAXIWAY	425	32,831	AAC	94	Good	100%	0%	0%	1	7
SRQ	TW D	TAXIWAY D	TAXIWAY	430	195,052	AC	80	Satisfactory	95%	0%	5%	6	51
SRQ	TW D	TAXIWAY D	TAXIWAY	435	6,042	AC	60	Fair	70%	0%	30%	1	1
SRQ	TW E	TAXIWAY E	TAXIWAY	505	90,559	AC	69	Fair	96%	0%	4%	3	18

Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
SRQ	TW F	TAXIWAY F	TAXIWAY	605	21,519	AAC	83	Satisfactory	71%	0%	29%	1	5
SRQ	TW F	TAXIWAY F	TAXIWAY	610	94,932	AAC	63	Fair	83%	0%	17%	3	19
SRQ	TW F	TAXIWAY F	TAXIWAY	625	25,498	AC	57	Fair	77%	0%	23%	1	5
SRQ	TW F	TAXIWAY F	TAXIWAY	630	110,224	AAC	84	Satisfactory	87%	0%	13%	3	21
SRQ	TW F	TAXIWAY F	TAXIWAY	635	16,460	AC	88	Good	100%	0%	0%	1	3
SRQ	TW F	TAXIWAY F	TAXIWAY	645	13,980	AC	66	Fair	96%	0%	4%	1	3
SRQ	TW G	TAXIWAY G	TAXIWAY	705	75,944	AC	78	Satisfactory	100%	0%	0%	2	15
SRQ	TW H	TAXIWAY H	TAXIWAY	805	85,417	AC	81	Satisfactory	100%	0%	0%	3	17
SRQ	TW H	TAXIWAY H	TAXIWAY	810	24,978	AAC	94	Good	100%	0%	0%	1	5
SRQ	TW J	TAXIWAY J	TAXIWAY	1005	76,394	AC	70	Fair	68%	0%	32%	3	16
SRQ	TW J	TAXIWAY J	TAXIWAY	1010	55,392	AC	78	Satisfactory	100%	0%	0%	1	10
SRQ	TW R	TAXIWAY R	TAXIWAY	1825	44,574	AAC	61	Fair	100%	0%	0%	1	9
SRQ	TW R	TAXIWAY R	TAXIWAY	1835	18,891	AAC	65	Fair	74%	0%	26%	1	4
SRQ	TW R	TAXIWAY R	TAXIWAY	1840	11,151	AAC	66	Fair	70%	0%	30%	1	2
SRQ	TW R	TAXIWAY R	TAXIWAY	1845	31,533	AAC	59	Fair	46%	0%	54%	1	6
SRQ	TW R	TAXIWAY R	TAXIWAY	1850	10,853	AAC	54	Poor	65%	0%	35%	1	2
SRQ	TW R	TAXIWAY R	TAXIWAY	1860	24,275	AAC	43	Poor	71%	0%	29%	1	4
SRQ	TW T1	TAXIWAY T1	TAXIWAY	2005	18,726	AC	68	Fair	68%	0%	32%	1	4
SRQ	TW T2	TAXIWAY T2	TAXIWAY	2010	6,382	AC	74	Satisfactory	100%	0%	0%	1	1

Figure 4.1.3 is an inset view of the 2019 Airfield Pavement Condition Index Exhibit that visually represents the results of the latest PCI Survey inspection. A large format exhibit is located in **Appendix C Technical Exhibits.**

Figure 4.1.3 2019 Airfield Pavement Condition Index Exhibit



4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The field PCI Survey performed at Sarasota/Bradenton International Airport (SRQ) was completed in October 2018.The resulting overall area-weighted average PCI value was 82 representing a condition rating of Satisfactory. Sarasota/Bradenton International Airport is serviced by two runways; Runway 4-22 is 150-ft wide and 5,006-ft long and Runway 14-32 is 150-ft wide and 9,500-ft long. Due to recent construction, a portion of the Northeast Taxilanes was not inspected. The recently rehabbed area will have a PCI of 100, a condition rating of Good.

Based on the FAA 5010 Report as of 09/12/2019 the Airport has reported 119,560 operations for 12 months ending 12/31/2018.

4.2.2 Branch-Level Observations

The following branch-level observations are intended to be an overall summary of select pavement facilities identified during the PCI Survey; further detail at the section and sample-level may be referenced for all pavements assessed as part of this System Update. The branch-level observations discussed are limited to select branches based on use and condition.

Runway 14-32

Runway 14-32 consists of 14 sections constructed of AC and AAC. The last construction years range from 2001 to 2007. The area-weighted average PCI for Runway 14-32 is 85 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Runway 14-32 consist of Bleeding, Longitudinal & Transverse Cracking, Raveling, Swelling, and Weathering.

Runway 4-22

Runway 4-22 consists of 2 sections constructed of AAC. The last construction year for Runway 4-22 was 2010. The area-weighted average PCI for Runway 4-22 is 88 representing a Good condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Runway 4-22 consist of Bleeding, Longitudinal & Transverse Cracking, Raveling, Swelling, and Weathering.

Taxiway A

Taxiway A consists of 9 sections constructed of AC and AAC. The last construction years range from 2001 to 2010. The area-weighted average PCI for Taxiway A is 78 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on Taxiway A consist of Alligator Cracking, Bleeding, Longitudinal & Transverse Cracking, Raveling, Rutting, Swelling, and Weathering.

Taxiway B

Taxiway B consists of 7 sections constructed of AC and AAC. The last construction years range from 1977 to 2011. The area-weighted average PCI for Taxiway B is 67 representing a Fair condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway B consist of Bleeding, Block Cracking, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Shoving, Swelling, and Weathering.

Taxiway C

Taxiway C consists of 5 sections constructed of AC and AAC. The last construction years range from 2002 to 2010. The area-weighted average PCI for Taxiway C is 67 representing a Fair condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on Taxiway C consist of Alligator Cracking, Bleeding, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

Taxiway J

Taxiway J consists of 2 sections constructed of AC. The last construction years range from 2005 to 2013. The area-weighted average PCI for Taxiway J is 73 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway J consist of Longitudinal & Transverse Cracking, Raveling, Shoving, Swelling, and Weathering.

Taxiway R

Taxiway R consists of 6 sections constructed of AAC. The last construction years range from 1983 to 1993. The area-weighted average PCI for Taxiway R is 57 representing a Fair condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway R consist of Block Cracking, Longitudinal & Transverse Cracking, Raveling, Swelling, and Weathering.

Figure 4.2.2 Pavement Condition Summary by Facility Use

Facility Use	Area-Weighted Average PCI	Condition Rating
Runway	86	Good
Taxiway	73	Satisfactory
Apron	96	Good
Taxilane	88	Good

4.3 Forecasted Pavement Conditions

4.3.1 Performance Models and Prediction Curves

Pavement Performance Models are developed from the distress data and historic construction records collected for the SAPMP. This data is consolidated in a database and organized by inspection/construction date, pavement type, age, and pavement use. The pavement Performance Models are used to develop broad Prediction Curves, alternatively known as deterioration curves or family curves. These Prediction Curves are utilized to developed forecasted PCI values based on historic trends and statistical models.

4.3.2 Branch-Level Pavement Condition Forecast

The following **Figures 4.3.2 (a) through (c)** depict the branch-level pavement condition forecast by Branch Use (Runway, Taxiway, and/or Apron). The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Figure 4.3.2 (a) Forecasted Runway Pavement Performance

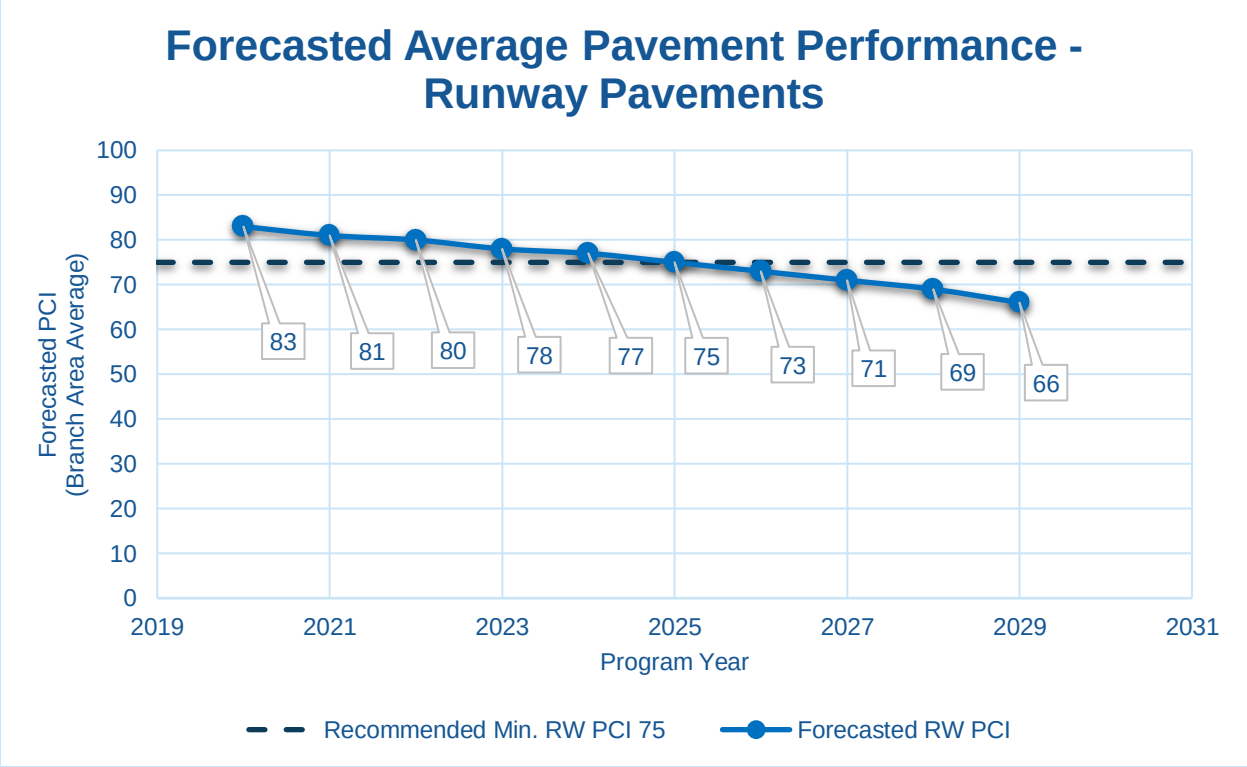


Figure 4.3.2 (b) Forecasted Taxiway Pavement Performance

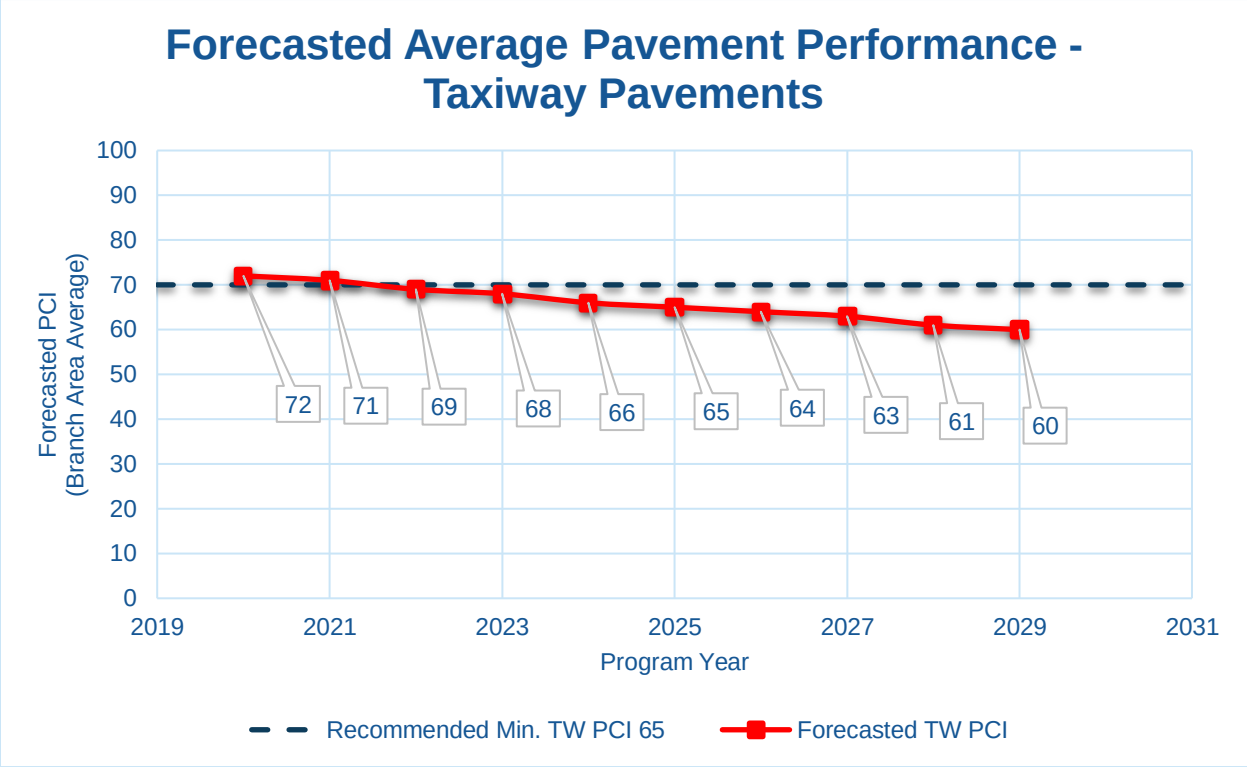
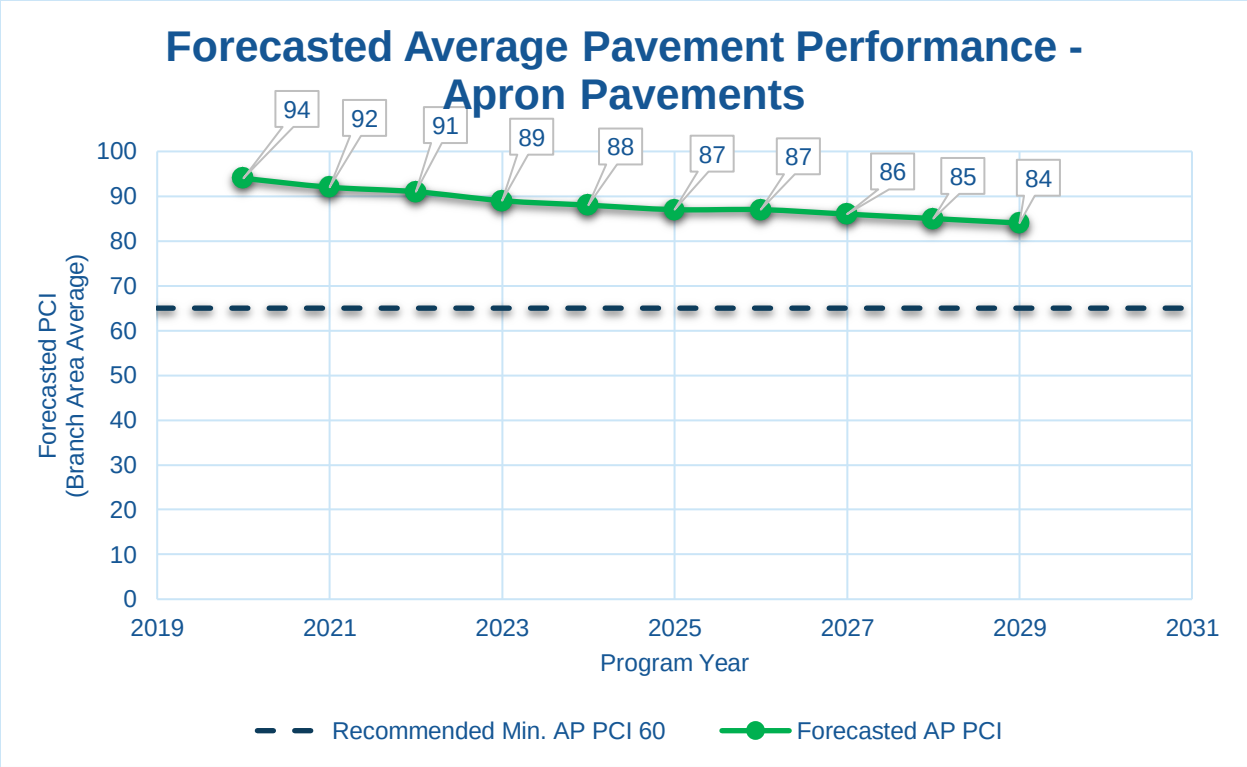


Figure 4.3.2 (c) Forecasted Apron Pavement Performance



4.3.3 Section-Level Pavement Condition Forecast

The following **Table 4.3.3** provides detail to the forecasted PCI values for each section inspected. Please note the forecasted Branch- and Section-Level PCI's are for planning purposes and are subject to the sensitivities in changes in traffic and maintenance frequency. Airport staff should perform annual visual condition assessments to maintain recent understanding of pavement conditions.

Table 4.3.3 Forecasted PCI 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
SRQ	AP E	4210	26	24	23	22	22	21	20	20	19	19	18
SRQ	AP TERM	4105	97	94	93	91	90	89	88	87	86	85	85
SRQ	AP TERM	4110	96	93	92	91	89	88	87	87	86	85	84
SRQ	AP TERM	4115	100	97	95	93	92	90	89	88	87	87	86
SRQ	AP TERM	4120	88	87	86	85	84	84	83	82	81	81	80
SRQ	AP TERM	4125	88	87	86	85	84	84	83	82	81	81	80
SRQ	AP TERM	4130	98	95	93	92	91	89	88	87	87	86	85
SRQ	AP W	4610	94	92	90	89	88	87	87	86	85	84	84
SRQ	RW 14-32	6102	83	80	79	77	75	73	72	70	68	66	65
SRQ	RW 14-32	6105	84	81	80	78	77	76	74	72	69	66	64
SRQ	RW 14-32	6108	82	79	78	76	74	72	71	69	67	65	64
SRQ	RW 14-32	6110	81	79	78	76	74	72	70	67	64	62	59
SRQ	RW 14-32	6115	86	83	81	80	78	77	75	73	71	69	66
SRQ	RW 14-32	6120	82	80	78	77	75	74	71	69	66	63	61
SRQ	RW 14-32	6125	85	82	80	79	78	76	75	73	70	68	65
SRQ	RW 14-32	6130	82	80	78	77	75	74	71	69	66	63	61
SRQ	RW 14-32	6135	87	84	82	80	79	77	76	74	72	70	67
SRQ	RW 14-32	6140	86	83	81	80	78	77	75	73	71	69	66
SRQ	RW 14-32	6145	86	83	81	80	78	77	75	73	71	69	66
SRQ	RW 14-32	6150	88	84	82	81	79	78	76	75	73	71	68
SRQ	RW 14-32	6155	89	86	85	83	81	79	78	76	74	72	71
SRQ	RW 14-32	6160	93	90	89	87	85	83	82	80	78	76	75
SRQ	RW 4-22	6205	88	84	82	81	79	78	76	75	73	71	68
SRQ	RW 4-22	6210	88	84	82	81	79	78	76	75	73	71	68
SRQ	TL AP W	4605	91	88	86	85	83	81	80	78	77	75	74

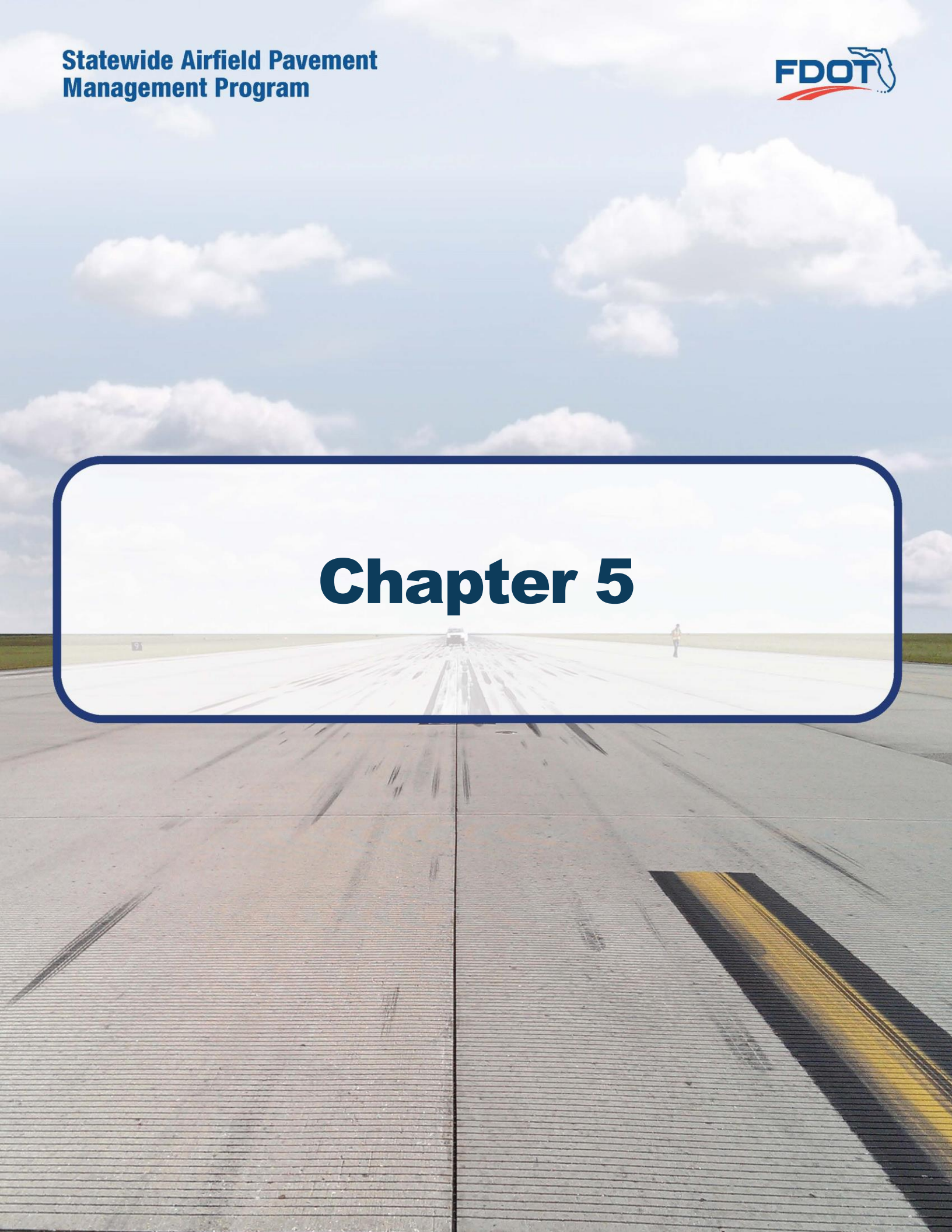
Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
SRQ	TL NE	3005	94	91	89	87	86	84	82	81	79	78	76
SRQ	TL NE	3010	79	76	74	72	70	69	67	65	64	63	62
SRQ	TL NE	3015	100	96	94	92	90	88	86	85	83	81	80
SRQ	TL NE	3020	82	80	78	77	75	74	73	72	71	69	68
SRQ	TW A	103	71	69	68	67	66	66	65	64	63	62	62
SRQ	TW A	105	74	71	70	68	66	65	64	62	61	60	59
SRQ	TW A	110	78	75	73	71	69	68	66	65	63	62	61
SRQ	TW A	115	80	77	75	73	71	69	68	66	65	63	62
SRQ	TW A	120	79	76	74	72	70	69	67	65	64	63	62
SRQ	TW A	125	77	74	72	70	69	67	66	64	63	62	61
SRQ	TW A	126	80	78	76	75	74	72	71	70	69	68	67
SRQ	TW A	128	85	82	81	79	78	76	75	74	73	71	70
SRQ	TW A	195	86	83	82	80	79	77	76	75	73	72	71
SRQ	TW A1	190	83	81	79	78	76	75	74	72	71	70	69
SRQ	TW A10	127	88	85	84	82	80	79	77	76	75	73	72
SRQ	TW A2	185	69	67	65	64	63	61	60	59	58	58	57
SRQ	TW A3	175	80	77	75	73	71	69	68	66	65	63	62
SRQ	TW A3	180	84	81	78	76	74	72	71	69	67	66	64
SRQ	TW A4	170	61	59	58	58	57	56	55	55	54	54	53
SRQ	TW A7	155	65	63	62	61	60	59	58	57	56	56	55
SRQ	TW A8	145	89	85	83	81	78	76	74	72	71	69	67
SRQ	TW A9	130	77	74	72	70	69	67	66	64	63	62	61
SRQ	TW A9	135	72	69	68	66	65	63	62	61	60	59	58
SRQ	TW AP DOLP	122	68	66	66	65	64	63	62	62	61	60	60
SRQ	TW AP DOLP	124	88	85	82	80	78	76	74	72	70	68	67
SRQ	TW AP E	602	64	63	62	61	60	60	59	58	57	57	56
SRQ	TW B	203	94	90	88	85	83	80	78	76	74	72	70

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
SRQ	TW B	205	64	62	61	60	59	58	57	56	56	55	54
SRQ	TW B	210	41	38	36	33	31	27	24	20	16	11	6
SRQ	TW B	211	59	58	57	56	55	54	53	52	50	49	47
SRQ	TW B	215	90	86	84	82	79	77	75	73	71	69	68
SRQ	TW B	225	85	82	81	79	78	76	75	74	73	71	70
SRQ	TW B	230	81	78	76	74	72	70	68	67	65	64	63
SRQ	TW B1	260	80	78	76	75	74	72	71	70	69	68	67
SRQ	TW B1	265	92	88	86	83	81	79	77	75	73	71	69
SRQ	TW C	303	74	72	71	70	69	68	67	66	65	64	64
SRQ	TW C	305	58	57	56	55	55	54	53	53	52	52	51
SRQ	TW C	320	85	82	79	77	75	73	71	70	68	66	65
SRQ	TW C	330	94	90	88	85	83	80	78	76	74	72	70
SRQ	TW C	335	64	63	62	61	60	60	59	58	57	57	56
SRQ	TW C1	345	67	65	65	64	63	62	62	61	60	59	59
SRQ	TW C2	340	69	67	66	66	65	64	63	63	62	61	60
SRQ	TW C3	315	77	75	74	72	71	70	69	68	67	66	65
SRQ	TW C4	310	76	74	73	72	70	69	68	67	67	66	65
SRQ	TW D	405	77	75	74	72	71	70	69	68	67	66	65
SRQ	TW D	415	88	85	82	80	78	76	74	72	70	68	67
SRQ	TW D	425	94	90	88	85	83	80	78	76	74	72	70
SRQ	TW D	430	80	78	76	75	74	72	71	70	69	68	67
SRQ	TW D	435	60	59	58	57	56	55	54	53	52	51	49
SRQ	TW E	505	69	67	66	66	65	64	63	63	62	61	60
SRQ	TW F	605	83	80	78	75	73	72	70	68	67	65	64
SRQ	TW F	610	63	61	60	59	58	57	57	56	55	55	54
SRQ	TW F	625	57	55	54	53	52	51	50	48	47	45	43
SRQ	TW F	630	84	81	78	76	74	72	71	69	67	66	64

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
SRQ	TW F	635	88	85	84	82	80	79	77	76	75	73	72
SRQ	TW F	645	66	65	64	63	62	62	61	60	59	59	58
SRQ	TW G	705	78	76	75	73	72	71	70	69	68	67	66
SRQ	TW H	805	81	79	77	76	75	73	72	71	70	69	68
SRQ	TW H	810	94	90	88	85	83	80	78	76	74	72	70
SRQ	TW J	1005	70	68	67	66	66	65	64	63	63	62	61
SRQ	TW J	1010	78	76	75	73	72	71	70	69	68	67	66
SRQ	TW R	1825	61	59	58	58	57	56	55	55	54	54	53
SRQ	TW R	1835	65	63	62	61	60	59	58	57	56	56	55
SRQ	TW R	1840	66	64	63	61	60	59	58	58	57	56	55
SRQ	TW R	1845	59	57	57	56	55	55	54	54	53	52	52
SRQ	TW R	1850	54	53	52	52	51	50	50	49	48	47	46
SRQ	TW R	1860	43	40	38	36	34	31	28	25	21	17	12
SRQ	TW T1	2005	68	66	66	65	64	63	62	62	61	60	60
SRQ	TW T2	2010	74	72	71	70	69	68	67	66	65	64	64

4.3.4 Forecasted PCI Considerations

As FDOT continues to update the SAPMP with future PCI Survey inspections and assembly of airfield pavement construction work history, the performance models will be further refined. With the refinement of additional PCI and work history data points, the forecasting of pavement conditions will continue to better reflect the performance trends of airfield pavements in the Florida Airports System. Forecasted or predicted pavement conditions for the airport are intended for planning purposes only. Design-level recommendations for pavement rehabilitation and/or reconstruction will require the appropriate application of the procedures defined in FAA ***AC 150/5320-6F Airport Pavement Design and Evaluation*** and ***AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements*** to determine structural and/or functional conditions at the time of project.



Chapter 5

Chapter 5 – Localized Maintenance and Repair Planning

General Maintenance and Rehabilitation (M&R) methods are characterized under three broad categories: localized maintenance and repair, global treatments, and major rehabilitation.

- **Localized Maintenance and Repair** includes patching and crack sealing.
- **Global Treatments** include surface seals and rejuvenators for flexible pavements.
- **Major Rehabilitation** includes overlays, significant slab replacement, and reconstruction.

This chapter discusses the FDOT SAPMP Localized Maintenance and Repair Planning approach. Proactive localized maintenance and repair, specifically preservation, is highly recommended to the airports. However, it is certainly recognized that once pavements have deteriorated below a certain condition, the facility would benefit from a more substantial rehabilitation in lieu of localized efforts. Chapter 6 Major Rehabilitation Planning discusses the addressing of pavements through timely rehabilitation once it has deteriorated below a critical PCI where localized repairs may not be as cost effective.

5.1 Localized Maintenance and Repair

Localized maintenance and repair is best applied as a conservation measure and is oftentimes applied to slow the rate of deterioration of distressed pavements; however, may be applied as a temporary corrective measure in isolated areas. Localized maintenance and repair can be applied either as a safety (“stopgap”) measure or preventive measure. Example distress types subject to localized preventive maintenance and repair may consist of low-severity longitudinal and transverse cracking and low-severity weathering. In many cases however, localized stopgap repair is applied as a safety measure to address high-severity distress manifestations when major rehabilitation is not funded for a given section with a PCI value below critical PCI. Some agencies may elect to define both types; preventative and stopgap, as localized maintenance.

Localized Stopgap/Safety Maintenance and Repair

Localized Stopgap or Safety Maintenance and Repair is defined as the localized distress repair needed to keep pavements operational in a safe condition. These activities are typically applied to high-severity distresses or distresses affecting operational activities. Typical pavement section PCIs will range from 0 to 65.

Localized Preventive Maintenance and Repair

Localized Preventive Maintenance and Repair is defined as distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and patching. Typical pavement section PCIs will be above 65.

5.2 Localized Maintenance and Repair Policy

The resulting Localized Maintenance and Repair recommendations are identified based on the policy defined in **Table 5.2 (a)** and **Table 5.2 (b)**, for flexible asphalt concrete and rigid Portland cement concrete pavements, respectively. The activities identified were based on the research of practical pavement treatments in consideration of the FAA ***AC 150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements"*** and the ***FDOT Airfield Pavement Distress Repair Manual.*** Additionally, the ***Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements*** was referenced for conservative application of pavement treatments. The Localized Maintenance and Repair Policy and associated planning-level unit costs were developed in consideration of a network-level analysis – it is strictly intended to provide a glimpse of the condition of the airport pavements with a limited PCI survey effort.

The developed Localized Maintenance and Repair Policy and associated planning-level unit costs were based on a statewide consideration of pavement treatments and review of state construction costs for both Airfield Pavements and from the FDOT Historical Cost Information archives. Furthermore, a consideration of limited repair quantities was factored in the determination of conservative planning-level unit costs. The identified Localized maintenance activities for both preventive and stopgap activities are based on a statewide network approach; project-specific evaluation and maintenance quantities should be developed prior to any construction.

Table 5.2 (a) Localized Maintenance and Repair – Flexible Asphalt Concrete

Distress	Severity	Description	Code	Work Type	Work Unit
41	Low	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
41	Medium	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
41	High	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
42	N/A	BLEEDING	FDOT-MO-PV	FDOT - MONITOR	N/A
43	Low	BLOCK CR	FDOT-MO-PV	FDOT - MONITOR	N/A
43	Medium	BLOCK CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
43	High	BLOCK CR	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
44	Low	CORRUGATION	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
44	Medium	CORRUGATION	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
44	High	CORRUGATION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	Low	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	Medium	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	High	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
46	N/A	JET BLAST	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
47	Low	JT REF. CR	FDOT-MO-PV	FDOT - MONITOR	N/A
47	Medium	JT REF. CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
47	High	JT REF. CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft

Distress	Severity	Description	Code	Work Type	Work Unit
48	Low	L & T CR	FDOT-MO-PV	FDOT - MONITOR	N/A
48	Medium	L & T CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
48	High	L & T CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
49	N/A	OIL SPILLAGE	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
50	Low	PATCHING	FDOT-MO-PV	FDOT - MONITOR	N/A
50	Medium	PATCHING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
50	High	PATCHING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
51	N/A	POLISHED AG	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
52	Low	RAVELING	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
52	Medium	RAVELING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
52	High	RAVELING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
53	Low	RUTTING	FDOT-MO-PV	FDOT - MONITOR	N/A
53	Medium	RUTTING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
53	High	RUTTING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
54	Low	SHOVING	FDOT-MO-PV	FDOT - MONITOR	N/A
54	Medium	SHOVING	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
54	High	SHOVING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
55	N/A	SLIPPAGE CR	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
56	Low	SWELLING	FDOT-MO-PV	FDOT - MONITOR	N/A
56	Medium	SWELLING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
56	High	SWELLING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
57	Low	WEATHERING	FDOT-MO-PV	FDOT - MONITOR	N/A
57	Medium	WEATHERING	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
57	High	WEATHERING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt

Table 5.2 (b) Localized Maintenance and Repair – Rigid Portland Cement Concrete

Distress	Severity	Description	Code	Work Type	Work Unit
61	Low	BLOW-UP	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
61	Medium	BLOW-UP	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
61	High	BLOW-UP	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
62	Low	CORNER BREAK	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
62	Medium	CORNER BREAK	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
62	High	CORNER BREAK	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
63	Low	LINEAR CR	FDOT-MO-PV	FDOT - MONITOR	N/A
63	Medium	LINEAR CR	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
63	High	LINEAR CR	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt

Distress	Severity	Description	Code	Work Type	Work Unit
64	Low	DURABIL. CR	FDOT-MO-PV	FDOT - MONITOR	N/A
64	Medium	DURABIL. CR	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
64	High	DURABIL. CR	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
65	Low	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
65	Medium	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
65	High	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
66	Low	SMALL PATCH	FDOT-MO-PV	FDOT - MONITOR	N/A
66	Medium	SMALL PATCH	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
66	High	SMALL PATCH	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
67	Low	LARGE PATCH	FDOT-MO-PV	FDOT - MONITOR	N/A
67	Medium	LARGE PATCH	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
67	High	LARGE PATCH	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
68	N/A	POPOUTS	FDOT-PO-FL	FDOT - POPOUT FILLER	SqFt
69	N/A	PUMPING	FDOT-SB-PC	FDOT – SLAB STABILIZATION - PCC	SqFt
70	Low	SCALING	FDOT-MO-PV	FDOT - MONITOR	N/A
70	Medium	SCALING	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
70	High	SCALING	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
71	Low	FAULTING	FDOT-MO-PV	FDOT - MONITOR	N/A
71	Medium	FAULTING	FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft
71	High	FAULTING	FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft
72	Low	SHAT. SLAB	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
72	Medium	SHAT. SLAB	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
72	High	SHAT. SLAB	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
73	N/A	SHRINKAGE CR	FDOT-MO-PV	FDOT - MONITOR	N/A
74	Low	JOINT SPALL	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
74	Medium	JOINT SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
74	High	JOINT SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
75	Low	CORNER SPALL	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
75	Medium	CORNER SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
75	High	CORNER SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
76	Low	ASR	FDOT-MO-PV	FDOT - MONITOR	N/A
76	Medium	ASR	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
76	High	ASR	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt

Table 5.2 (c) Localized Repair Planning-Level Unit Costs – Flexible Asphalt Concrete

Code	Name	Cost	Units
FDOT-SS-LO	FDOT - SURFACE SEAL	$0.55	SqFt
FDOT-ML-AC	FDOT - MILLING - AC	$2.00	SqFt
FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	$2.00	Ft
FDOT-CS-AC	FDOT - CRACK SEALING - AC	$3.00	Ft
FDOT-MO-PV	FDOT - MONITOR	$0.00	SqFt
FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	$12.50	SqFt
FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	$5.50	SqFt

Table 5.2 (d) Localized M&R Planning-Level Unit Costs – Rigid Portland Cement Concrete

Code	Name	Cost	Units
FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	$185.00	SqFt
FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	$30.00	SqFt
FDOT-SB-PC	FDOT - SLAB STABILIZATION - PCC	$30.00	SqFt
FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	$72.00	SqFt
FDOT-PO-FL	FDOT - POPOUT FILLER	$0.05	SqFt
FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	$2.00	Ft
FDOT-CS-PC	FDOT - CRACK SEALING - PCC	$4.25	Ft
FDOT-MO-PV	FDOT - MONITOR	$0.00	N/A
FDOT-JS-PC	FDOT - JOINT SEAL - PCC	$2.75	Ft

**PCC Patching (Full Depth and Partial Depth) consider high-early-strength and high-performing repair material.*

5.3 Localized Maintenance and Repair Analysis and Recommendations

The SAPMP provides a planning-level estimation of Localized Maintenance and Repair based on the results of the latest PCI Survey Inspection performed at the airport. Based on the limited sample units inspected, a statistical extrapolation of distresses at the section level is used to estimate the quantities of recommended repair activities based on the policies defined in **5.2 Localized M&R Policy**. The PCI Survey Inspections did not consist of 100% inspection of all sample units; therefore, the section-level distress quantities used to estimate the Localized Maintenance and Repair needs are for conceptual planning purposes. The accuracy of the extrapolated distresses, and therefore work quantities, is subject to the amount of sample units inspected and the concentration of distress types observed in sample units. **Appendix B** provides the estimated Localized Maintenance and Repair based on this SAPMP's PCI Survey Inspection efforts. Localized Preventive Maintenance and Repair is typically applied to pavements that are in a condition at or above the Critical PCI of 65. Localized Stopgap Maintenance and Repair is typically applied to pavements that are below the Critical PCI of 65. It is recommended that airport staff evaluate the application of Localized Maintenance and Repair in concert with the planning of Major Rehabilitation efforts identified in Chapter 6 Major Rehabilitation Planning. Pavements with Stopgap recommendations that are subject to near-term Major Rehabilitation efforts may remove the need to perform localized maintenance efforts.

The following **Table 5.3 (a)** summarizes the anticipated Localized Maintenance and Repair efforts based on the PCI Survey Inspection efforts performed at this airport as part of this SAPMP System Update. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3 (a) Summary of Airport Localized M&R Planning Cost and Quantity at Network Level

Work Description	Work Category	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
FDOT - SURFACE SEAL	PREVENTIVE	300,335	SqFt	$ 165,190.00
FDOT - PATCHING - AC FULL DEPTH	PREVENTIVE	1,895	SqFt	$ 23,670.00
FDOT - CRACK SEALING - PCC	PREVENTIVE	90	Ft	$ 370.00
FDOT - JOINT SEAL - PCC	PREVENTIVE	54,315	Ft	$ 149,360.00
FDOT - PATCHING - PCC PARTIAL DEPTH	PREVENTIVE	220	SqFt	$ 15,630.00
FDOT - CRACK SEALING - AC	PREVENTIVE	760	Ft	$ 2,280.00
FDOT - CRACK SEALING - PCC	STOPGAP	145	Ft	$ 610.00
FDOT - SLAB REPLACEMENT - PCC	STOPGAP	155	SqFt	$ 4,600.00
FDOT - JOINT SEAL - PCC	STOPGAP	455	Ft	$ 1,250.00
FDOT - PATCHING - PCC PARTIAL DEPTH	STOPGAP	50	SqFt	$ 3,490.00
FDOT - PATCHING - AC PARTIAL DEPTH	STOPGAP	9,970	SqFt	$ 54,830.00
FDOT - SURFACE SEAL	STOPGAP	576,135	SqFt	$ 316,880.00
FDOT - CRACK SEALING - AC	STOPGAP	24,875	Ft	$ 74,620.00
FDOT - PATCHING - AC FULL DEPTH	STOPGAP	4,845	SqFt	$ 60,560.00

The following **Table 5.3 (b)** provides further breakdown of the anticipated planning-level cost at the section level for the pavements exhibiting distresses that would benefit from Localized M&R. The table shows the approximate improved "End Condition" of the section after the application of Localized M&R. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3 (b) Summary of Airport Localized M&R Planning Cost and Quantity at Section Level

Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
SRQ	AP E	4210	3,900	26	53	$ 9,970.00
SRQ	AP TERM	4105	685,188	97	100	$ 109,640.00
SRQ	AP TERM	4110	422,965	96	97	$ 45,460.00
SRQ	AP TERM	4115	35,200	100	100	$ -
SRQ	AP TERM	4120	70,800	88	94	$ 4,590.00
SRQ	AP TERM	4125	45,080	88	89	$ 2,130.00
SRQ	AP TERM	4130	368,000	98	100	$ 170.00
SRQ	AP W	4610	6,650	94	96	$ 3,430.00
SRQ	RW 14-32	6102	115,000	83	89	$ 3,170.00
SRQ	RW 14-32	6105	100,000	84	85	$ 480.00
SRQ	RW 14-32	6108	57,500	82	91	$ 3,170.00
SRQ	RW 14-32	6110	50,000	81	81	$ -
SRQ	RW 14-32	6115	50,000	86	87	$ 140.00
SRQ	RW 14-32	6120	25,000	82	82	$ -
SRQ	RW 14-32	6125	400,500	85	86	$ 970.00
SRQ	RW 14-32	6130	200,250	82	82	$ -
SRQ	RW 14-32	6135	50,000	87	87	$ -
SRQ	RW 14-32	6140	25,000	86	86	$ -
SRQ	RW 14-32	6145	100,000	86	86	$ -
SRQ	RW 14-32	6150	50,000	88	88	$ -
SRQ	RW 14-32	6155	134,500	89	90	$ 450.00
SRQ	RW 14-32	6160	67,250	93	93	$ -
SRQ	RW 4-22	6205	485,831	88	88	$ 70.00
SRQ	RW 4-22	6210	242,915	88	88	$ -
SRQ	TL AP W	4605	100,722	91	91	$ -
SRQ	TL NE	3005	55,325	94	94	$ -
SRQ	TL NE	3010	43,681	79	86	$ 10,340.00
SRQ	TL NE	3015	12,142	100	100	$ -
SRQ	TL NE	3020	46,100	82	82	$ -
SRQ	TW A	103	110,514	71	78	$ 23,030.00
SRQ	TW A	105	123,186	74	75	$ 3,430.00
SRQ	TW A	110	119,270	78	78	$ -

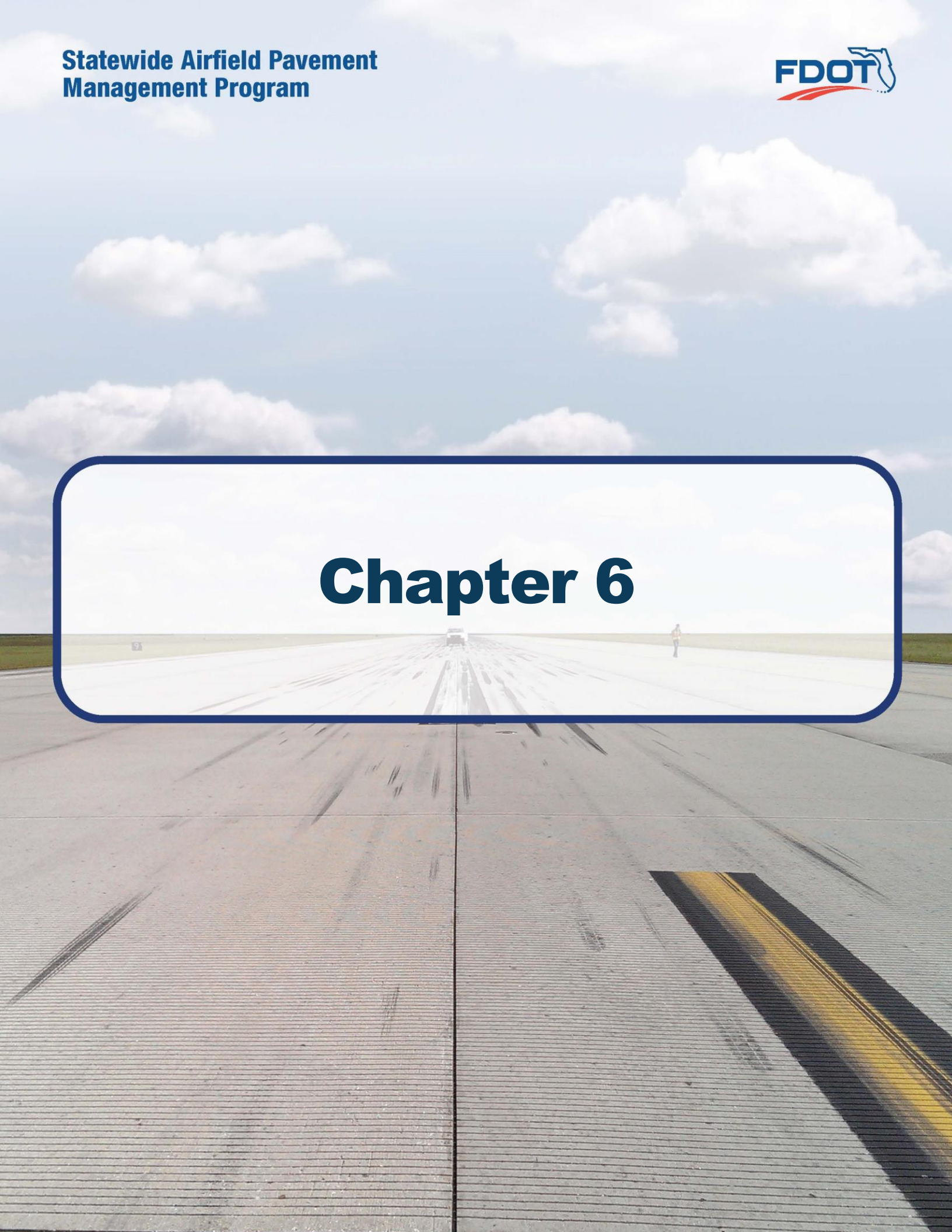
Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
SRQ	TW A	115	20,371	80	80	$ -
SRQ	TW A	120	193,796	79	79	$ -
SRQ	TW A	125	102,225	77	77	$ -
SRQ	TW A	126	30,753	80	87	$ 1,700.00
SRQ	TW A	128	124,368	85	90	$ 2,780.00
SRQ	TW A	195	30,044	86	90	$ 330.00
SRQ	TW A1	190	38,481	83	89	$ 1,060.00
SRQ	TW A10	127	38,539	88	94	$ 1,070.00
SRQ	TW A2	185	35,555	69	82	$ 2,030.00
SRQ	TW A3	175	38,350	80	80	$ -
SRQ	TW A3	180	15,845	84	84	$ -
SRQ	TW A4	170	38,808	61	65	$ 290.00
SRQ	TW A7	155	35,813	65	65	$ -
SRQ	TW A8	145	31,777	89	89	$ -
SRQ	TW A9	130	10,830	77	81	$ 120.00
SRQ	TW A9	135	25,046	72	77	$ 2,070.00
SRQ	TW AP DOLP	122	12,538	68	70	$ 850.00
SRQ	TW AP DOLP	124	14,535	88	88	$ -
SRQ	TW AP E	602	29,806	64	85	$ 37,200.00
SRQ	TW B	203	23,710	94	94	$ -
SRQ	TW B	205	7,200	64	76	$ 3,970.00
SRQ	TW B	210	168,433	41	51	$ 60,760.00
SRQ	TW B	211	12,058	59	77	$ 6,880.00
SRQ	TW B	215	26,159	90	94	$ 290.00
SRQ	TW B	225	186,792	85	85	$ -
SRQ	TW B	230	19,201	81	81	$ -
SRQ	TW B1	260	18,379	80	89	$ 1,020.00
SRQ	TW B1	265	13,111	92	92	$ -
SRQ	TW C	303	191,641	74	79	$ 13,550.00
SRQ	TW C	305	88,506	58	73	$ 59,340.00
SRQ	TW C	320	13,872	85	90	$ 200.00
SRQ	TW C	330	18,094	94	94	$ -
SRQ	TW C	335	340,865	64	80	$ 201,400.00
SRQ	TW C1	345	32,704	67	85	$ 17,990.00
SRQ	TW C2	340	36,914	69	86	$ 20,310.00
SRQ	TW C3	315	35,788	77	82	$ 1,970.00
SRQ	TW C4	310	37,673	76	85	$ 4,290.00
SRQ	TW D	405	88,300	77	93	$ 14,570.00
SRQ	TW D	415	24,545	88	92	$ 270.00

Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
SRQ	TW D	425	32,831	94	94	$ -
SRQ	TW D	430	195,052	80	86	$ 6,870.00
SRQ	TW D	435	6,042	60	84	$ 2,230.00
SRQ	TW E	505	90,559	69	75	$ 14,950.00
SRQ	TW F	605	21,519	83	83	$ -
SRQ	TW F	610	94,932	63	70	$ 17,610.00
SRQ	TW F	625	25,498	57	86	$ 20,290.00
SRQ	TW F	630	110,224	84	84	$ -
SRQ	TW F	635	16,460	88	92	$ 190.00
SRQ	TW F	645	13,980	66	84	$ 5,770.00
SRQ	TW G	705	75,944	78	95	$ 13,490.00
SRQ	TW H	805	85,417	81	89	$ 3,510.00
SRQ	TW H	810	24,978	94	94	$ -
SRQ	TW J	1005	76,394	70	78	$ 8,410.00
SRQ	TW J	1010	55,392	78	78	$ -
SRQ	TW R	1825	44,574	61	71	$ 24,530.00
SRQ	TW R	1835	18,891	65	81	$ 10,400.00
SRQ	TW R	1840	11,151	66	80	$ 6,150.00
SRQ	TW R	1845	31,533	59	79	$ 42,830.00
SRQ	TW R	1850	10,853	54	63	$ 5,970.00
SRQ	TW R	1860	24,275	43	57	$ 13,360.00
SRQ	TW T1	2005	18,726	68	72	$ 210.00
SRQ	TW T2	2010	6,382	74	78	$ 80.00

The following **Table 5.3 (c)** provides a summary of the anticipated planning-level costs for Localized Preventive Maintenance and Repair and Localized Stopgap Maintenance and Repair. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3 (c) Summary of Localized Maintenance

Work Category	Cost
Preventive	$ 356,500.00
Stopgap	$ 516,840.00
Planning-Level Localized M&R Needs =	***$ 873,340.00***



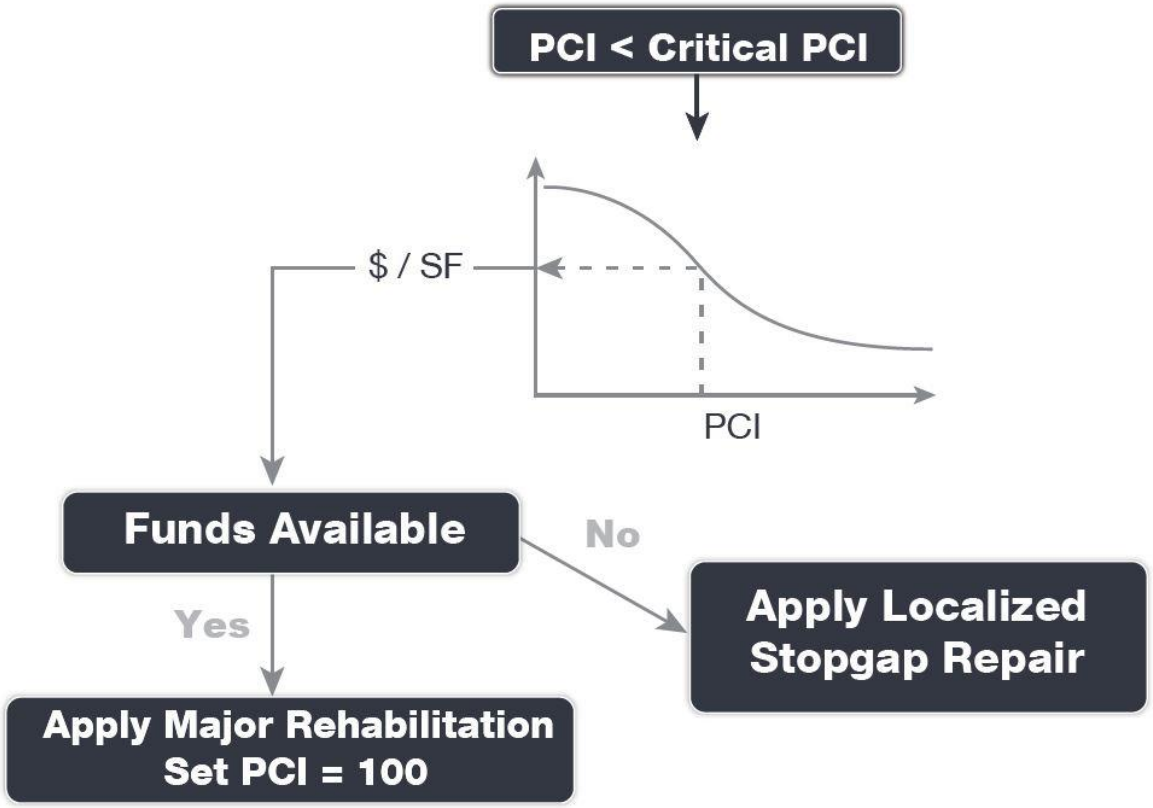
Chapter 6

Chapter 6 – Major Rehabilitation Planning

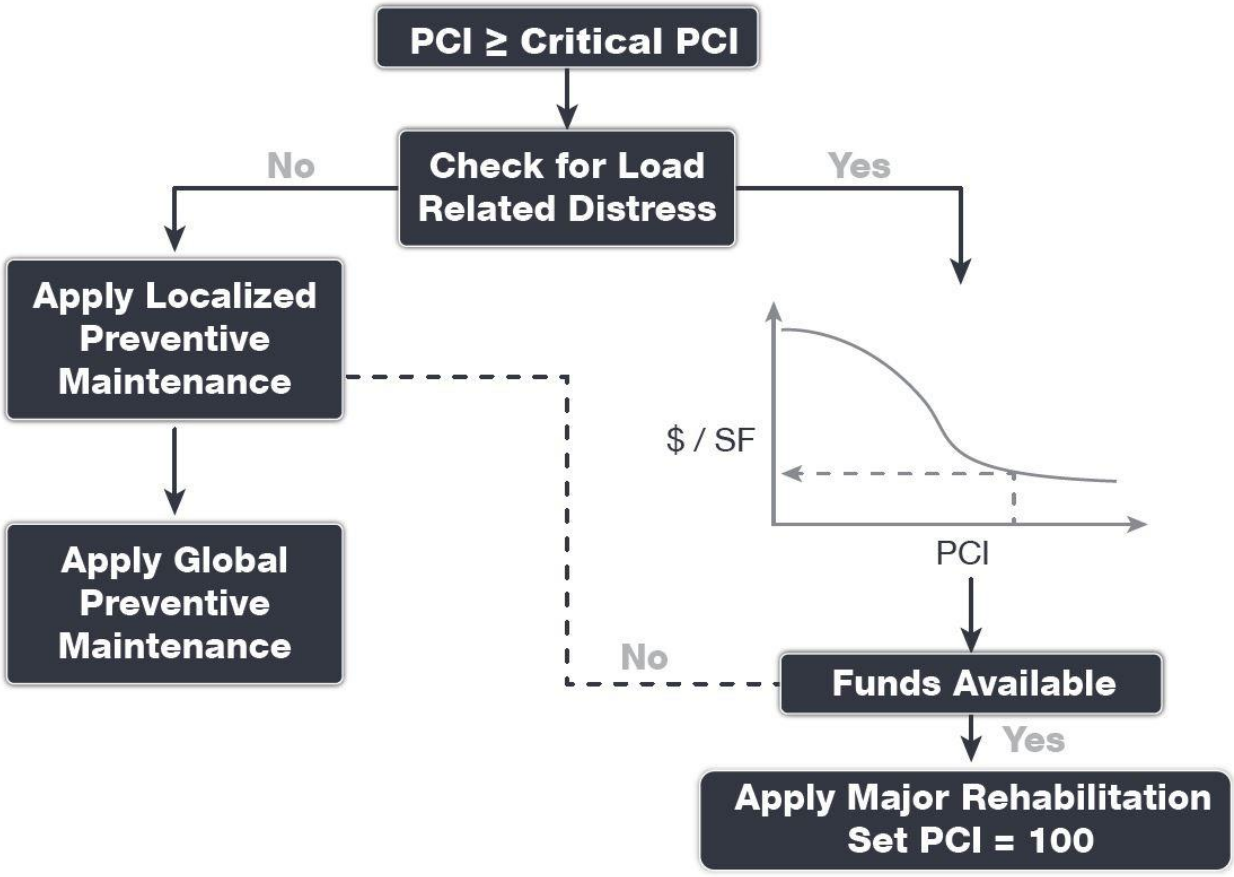
6.1 Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration for pavement sections within a network. Often, when pavements are subject to significant changes in the aircraft fleet mix (frequency and type), major rehabilitation is required to provide a pavement section to meet the traffic demand. Major rehabilitation is recommended when a pavement section falls below the Critical PCI value that is defined during the system customization or if a pavement section has a significant observation of load-related distress. Observation of any load-related distress potentially indicates that the section may be structurally deficient or that the aircraft loads being applied to the pavement section are different than what the section was designed for. **Figures 6.1 (a) and 6.1 (b)** depict the decision process for major rehabilitation project identification with the assumption of available funds. Should funding be unavailable for pavement sections in need of major rehabilitation, the airport may elect to apply the appropriate localized stopgap repair.

Figures 6.1 (a) Major Rehabilitation Planning Decision Diagram, PCI ≤ Critical PCI



Figures 6.1 (b) Major Rehabilitation Planning Decision Diagram, PCI > Critical PCI



6.1.1 Critical PCI

For the FDOT SAPMP the development of a major rehabilitation program is based on the Critical PCI concept. The ***Critical PCI*** concept assumes that it is more cost-effective to maintain pavements above, rather than below their critical PCI. It is assumed that once a pavement section deteriorates to the Critical PCI value that it is more cost-effective to complete a major rehabilitation project rather than continuing to apply preventive maintenance. This method includes defining the Critical PCI and introducing major rehabilitation work types.

Identification of annual and long-range Major Rehabilitation work plans are typically based on the Critical PCI concept. The Critical PCI is defined as the PCI value at which the rate of loss (deterioration) increases with time, or the cost of applying localized maintenance and repair increases or is not effective. A Critical PCI is usually within a range of 55 and 70; the following procedure is standard approach in developing a specific Critical PCI:

1. Develop a pavement performance model and refine a prediction model for the pavements considered.
2. Select a localized maintenance and repair policy to be used in developing a work plan.
3. Apply the selected localized policy to the pavement sections for a range of PCI.
4. Compute the unit cost per area for each PCI range.
5. Plot the cost versus the PCI.
6. Determine the Critical PCI based on the point where the cost is insignificant.

The FDOT SAPMP defines the Critical PCI at 65 – this is based on the historic trends in pavement performance and Statewide planning efforts.

6.1.2 FDOT Recommended Minimum Service-Level PCI

The FDOT has recommended ***Minimum Service-Level PCI*** for airports' airfield pavements based on the following characteristics; airport type within FDOT SAPMP, branch use, and expected aircraft operations. For the purposes of Major Rehabilitation, the Critical PCI is typically the threshold condition that triggers major construction, however it is recommended that the airports maintain the Minimum Service-Level PCI with a combination of Localized Maintenance and Repair and timely Major Rehabilitation. **Table 6.1.2** summarizes the FDOT Recommended Minimum Service-Level PCI.

Table 6.1.2 FDOT Recommended Minimum Service-Level PCI

Branch Use	FDOT Recommended PCI	Additional Consideration
Runway	75	Aircraft Fleet Mix Changes Primary Runway
Taxiway / Taxilane	70	Aircraft Fleet Mix Changes Expected Operations
Aprons / Run-Ups / Ramps	65	Ground Service Equipment Non-Aircraft Operations (e.g. fueling)

6.2 Major Rehabilitation Policy

6.2.1 Major Rehabilitation Pavement Section Development

The review of the existing as-built record documentation within the participating airports' archives was used as the basis of the conceptual pavement design sections. Refinement of the pavement section layers was performed in consideration of the FAA ***AC 150/ 5320-6F "Airport Pavement Design and Evaluation."*** It should be noted that no subsurface geotechnical investigation, ALTA/ACSM Survey, topographic survey, utilities survey, environmental, or site specific air traffic study(s) have been utilized in the development of the design criteria. No warranty or assurance is implied in this document for final design nor construction for any airfield pavements discussed within this report. The following **Tables 6.2.1 (a) and (b)** provide details on the conceptual pavement sections developed for this study.

Major rehabilitation is divided into two policy categories as part of this program: Full-Depth Reconstruction (Reconstruction) and Intermediate-Level Major Rehabilitation (Restoration). Based on the pavement type, the general categories are defined as AC Reconstruction and AC Restoration for AC, AAC, and APC flexible pavement types and PCC Reconstruction and PCC Restoration for PCC rigid pavement types. The pavement sections have been based on the average PR Airport Type requirements; no pavement design has been performed in accordance with AC 150/5320-6F for the determined conceptual sections.

Table 6.2.1 (a) Conceptual Pavement Section for Major Rehabilitation – Flexible Asphalt Concrete

Rehabilitation Type	Commercial (PR) Airport
AC Restoration *Combination of asphalt pavement milling and overlay with 25% of the areas subject to full-depth reconstruction.* **PCI = 41 to 65**	**75% Mill and Overlay** P-101 AC Milling (4") P-603 Bituminous Tack P-401 (HMA) (4") **25% AC Reconstruction** P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (6") *Excludes any paved shoulder features.*
AC Reconstruction *Full-depth asphalt pavement section reconstruction.* **PCI = 40 or less**	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (6") *Excludes any paved shoulder features.*

Table 6.2.1 (b) Conceptual Pavement Section for Major Rehabilitation – Rigid Portland Cement Concrete

Rehabilitation Type	Commercial (PR) Airport
PCC Restoration *Restoration of PCC pavement with a combination of crack sealing, joint seal replacement, and replacement of 25% of slab panels.* **PCI = 41 to 65**	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (16") *Select Slabs (25%) **Crack Seal and Limited Patching
PCC Reconstruction *Full-depth rigid pavement section reconstruction.* **PCI = 40 or less**	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (6") P-501 Rigid PCC (17")

The identification of rehabilitation needs and conceptual pavement sections have been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.

In compliance with FAA Grant Assurances 11 and 19, the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with **FAA AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

The recommendations identified in the Major Rehabilitation Needs consider the **FAA AC 150/5370-10H Standard Specifications for Construction of Airports** when determining the appropriate materials and methods implemented for construction projects, such as pavement rehabilitation, on airports. It should be noted that the AC **150/5370-10H Standard Specifications for Construction of Airports** was updated in December of 2018. Design-level determination of project specific specifications based on the AC should be developed by the Airport when performing applicable construction projects.

6.2.2 Major Rehabilitation Planning-Level Unit Costs

Planning-level opinion of probable construction unit costs developed for this System Update was based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for project budgets. Neither FDOT nor the Consultant Team has control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable construction costs provided herein are based on the information known to FDOT at this time and represent only the Consultant Team's judgment as a design professional familiar with the construction industry. This report cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs.

Table 6.2.2 Commercial Major Rehabilitation Planning-Level Unit Cost by Pavement Type

Rehabilitation Type	PCI Range	Flexible Asphalt Concrete Cost Per SF		Rigid Portland Cement Concrete Cost per SF	
Restoration	41 to 65	$	11.00	$	17.00
Reconstruction	0 to 40	$	14.00	$	23.00

Planning-level opinion of probable construction unit costs consider factors for non-pavement improvements, QA/QC testing, and administrative costs.

6.3 Major Rehabilitation Needs

The objective of the major pavement rehabilitation needs analysis is to provide planning-level projects within an airport's airfield pavement network. Major rehabilitation activities are recommended when a pavement section has deteriorated below the Critical PCI value, a point at which localized maintenance and repair activities may not be the most cost-effective solution. In addition, major rehabilitation is also recommended when the Section PCI is at or above the Critical PCI but the section has significant load-related PCI distresses. Identification of rehabilitation needs is done at the Airfield Pavement Network Definition's section level. This however does not limit the airport from further refining limits of project planning areas.

Major rehabilitation is identified within the FDOT SAPMP as major construction activity that would result in an improvement or resetting of the pavement section's PCI to a value of 100. Major rehabilitation recommendations (AC Restoration, AC Reconstruction, PCC Restoration, and PCC Reconstruction) should be considered as planning-level only. Additional design-level investigation in accordance to the FAA Advisory Circulars will be required. Recommendations identified within this planning document do not imply final design.

6.3.1 10-Year Unconstrained Budget Major Rehabilitation Needs

An unconstrained budget (unlimited budget) is performed for a 10-year duration to identify pavement rehabilitation needs based on current or forecasted PCI values deteriorating below the Critical PCI. FDOT recognizes airports are constrained by budgets and does not intend to convey an unrealistic approach of addressing pavement rehabilitation. The intent of the 10-Year Major Rehabilitation Needs analysis is to identify pavements that will warrant rehabilitation. It is highly recommended that airport staff utilize this information in support of the development of a practical Capital Improvement Program based on priorities, further design/project-level

investigation, and budgetary constraints. The following **Table 6.3.1** summarizes all identified section-level major rehabilitation needs forecasted for the next 10-year period. It should be noted that the following table depicts planning-level costs and have been rounded for planning purposes.

Table 6.3.1 10-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	SRQ	AP E	4210	PCC	3,900	24	PCC Reconstruction	$ 90,000.00
2020	SRQ	TW A4	170	AAC	38,808	59	AC Restoration	$ 427,000.00
2020	SRQ	TW A7	155	AAC	35,813	63	AC Restoration	$ 394,000.00
2020	SRQ	TW AP E	602	AC	29,806	63	AC Restoration	$ 328,000.00
2020	SRQ	TW B	205	AAC	7,200	62	AC Restoration	$ 80,000.00
2020	SRQ	TW B	210	AAC	168,433	38	AC Restoration	$ 2,358,000.00
2020	SRQ	TW B	211	AC	12,058	58	AC Restoration	$ 133,000.00
2020	SRQ	TW C	305	AAC	88,506	57	AC Restoration	$ 974,000.00
2020	SRQ	TW C	335	AC	340,865	63	AC Restoration	$ 3,750,000.00
2020	SRQ	TW D	435	AC	6,042	59	AC Restoration	$ 67,000.00
2020	SRQ	TW F	610	AAC	94,932	61	AC Restoration	$ 1,045,000.00
2020	SRQ	TW F	625	AC	25,498	55	AC Restoration	$ 281,000.00
2020	SRQ	TW R	1825	AAC	44,574	59	AC Restoration	$ 491,000.00
2020	SRQ	TW R	1835	AAC	18,891	63	AC Restoration	$ 208,000.00
2020	SRQ	TW R	1840	AAC	11,151	64	AC Restoration	$ 123,000.00
2020	SRQ	TW R	1845	AAC	31,533	57	AC Restoration	$ 347,000.00
2020	SRQ	TW R	1850	AAC	10,853	53	AC Restoration	$ 120,000.00
2020	SRQ	TW R	1860	AAC	24,275	40	AC Restoration	$ 334,000.00
2021	SRQ	TW F	645	AC	13,980	64	AC Restoration	$ 154,000.00
2022	SRQ	TW A2	185	AAC	35,555	64	AC Restoration	$ 392,000.00
2022	SRQ	TW C1	345	AC	32,704	64	AC Restoration	$ 360,000.00
2023	SRQ	TW AP DOLP	122	AC	12,538	64	AC Restoration	$ 138,000.00
2023	SRQ	TW T1	2005	AC	18,726	64	AC Restoration	$ 206,000.00
2024	SRQ	TW A9	135	AAC	25,046	63	AC Restoration	$ 276,000.00
2024	SRQ	TW C2	340	AC	36,914	64	AC Restoration	$ 407,000.00
2024	SRQ	TW E	505	AC	90,559	64	AC Restoration	$ 997,000.00
2025	SRQ	TW A	105	AAC	123,186	64	AC Restoration	$ 1,356,000.00
2025	SRQ	TW J	1005	AC	76,394	64	AC Restoration	$ 841,000.00
2026	SRQ	TW A	103	AC	110,514	64	AC Restoration	$ 1,216,000.00
2026	SRQ	TW A	125	AAC	102,225	64	AC Restoration	$ 1,125,000.00
2026	SRQ	TW A9	130	AAC	10,830	64	AC Restoration	$ 120,000.00
2027	SRQ	RW 14-32	6110	AAC	50,000	64	AC Restoration	$ 550,000.00
2027	SRQ	TL NE	3010	AAC	43,681	64	AC Restoration	$ 481,000.00

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2027	SRQ	TW A	110	AAC	119,270	63	AC Restoration	$ 1,312,000.00
2027	SRQ	TW A	120	AAC	193,796	64	AC Restoration	$ 2,132,000.00
2028	SRQ	RW 14-32	6120	AAC	25,000	63	AC Restoration	$ 275,000.00
2028	SRQ	RW 14-32	6130	AAC	200,250	63	AC Restoration	$ 2,203,000.00
2028	SRQ	TW A	115	AAC	20,371	63	AC Restoration	$ 225,000.00
2028	SRQ	TW A3	175	AAC	38,350	63	AC Restoration	$ 422,000.00
2028	SRQ	TW B	230	AAC	19,201	64	AC Restoration	$ 212,000.00
2028	SRQ	TW C	303	AC	191,641	64	AC Restoration	$ 2,108,000.00
2028	SRQ	TW T2	2010	AC	6,382	64	AC Restoration	$ 71,000.00
2029	SRQ	RW 14-32	6105	AAC	100,000	64	AC Restoration	$ 1,100,000.00
2029	SRQ	RW 14-32	6108	AC	57,500	64	AC Restoration	$ 633,000.00
2029	SRQ	TW A3	180	AAC	15,845	64	AC Restoration	$ 175,000.00
2029	SRQ	TW F	605	AAC	21,519	64	AC Restoration	$ 237,000.00
2029	SRQ	TW F	630	AAC	110,224	64	AC Restoration	$ 1,213,000.00

**All values have been rounded to the nearest thousand-dollar.*

The following **Figure 6.3.1 (a)** summarizes the section-level major rehabilitation needs for a 10-year period between 2020 and 2029. **Figure 6.3.1 (b)** provides an inset view of Airfield Pavement Major Rehabilitation Exhibit, a large format exhibit is located in **Appendix C Technical Exhibits**. The exhibit graphically depicts the Major Rehabilitation Needs with rounded costs.

Figure 6.3.1 (a) 10-Year Major Rehabilitation Needs by Program Year

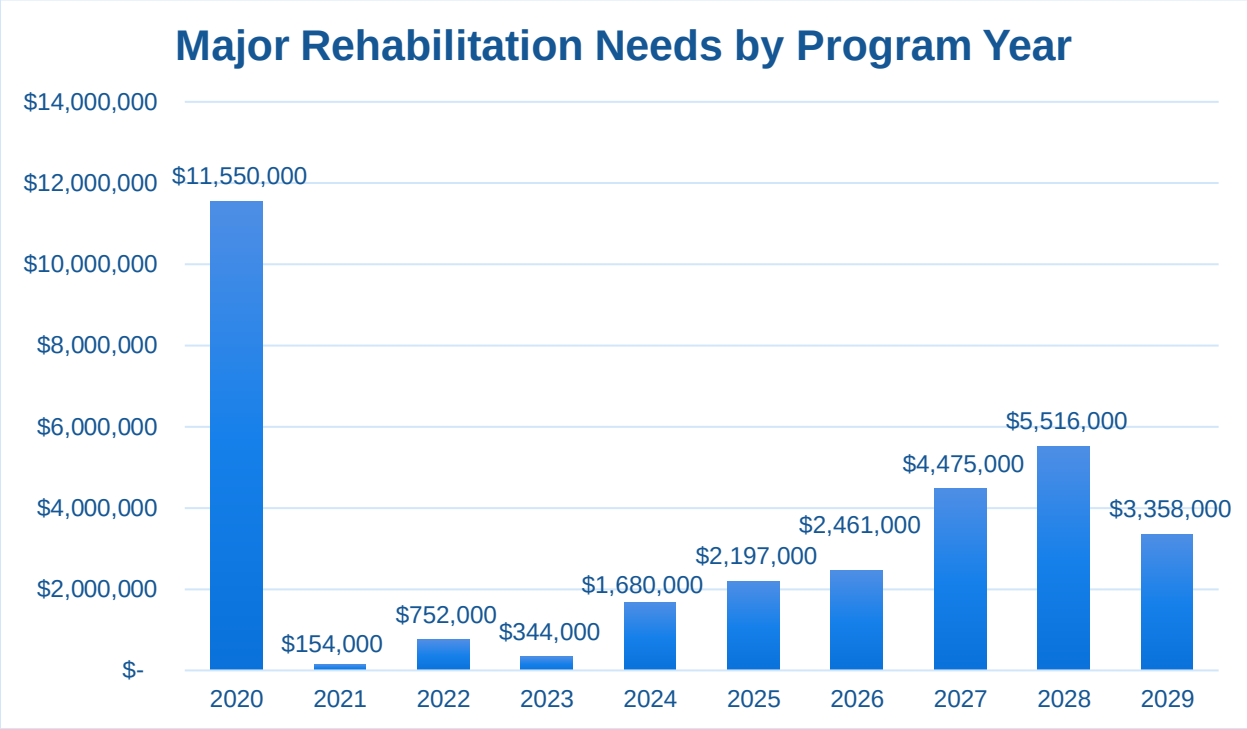
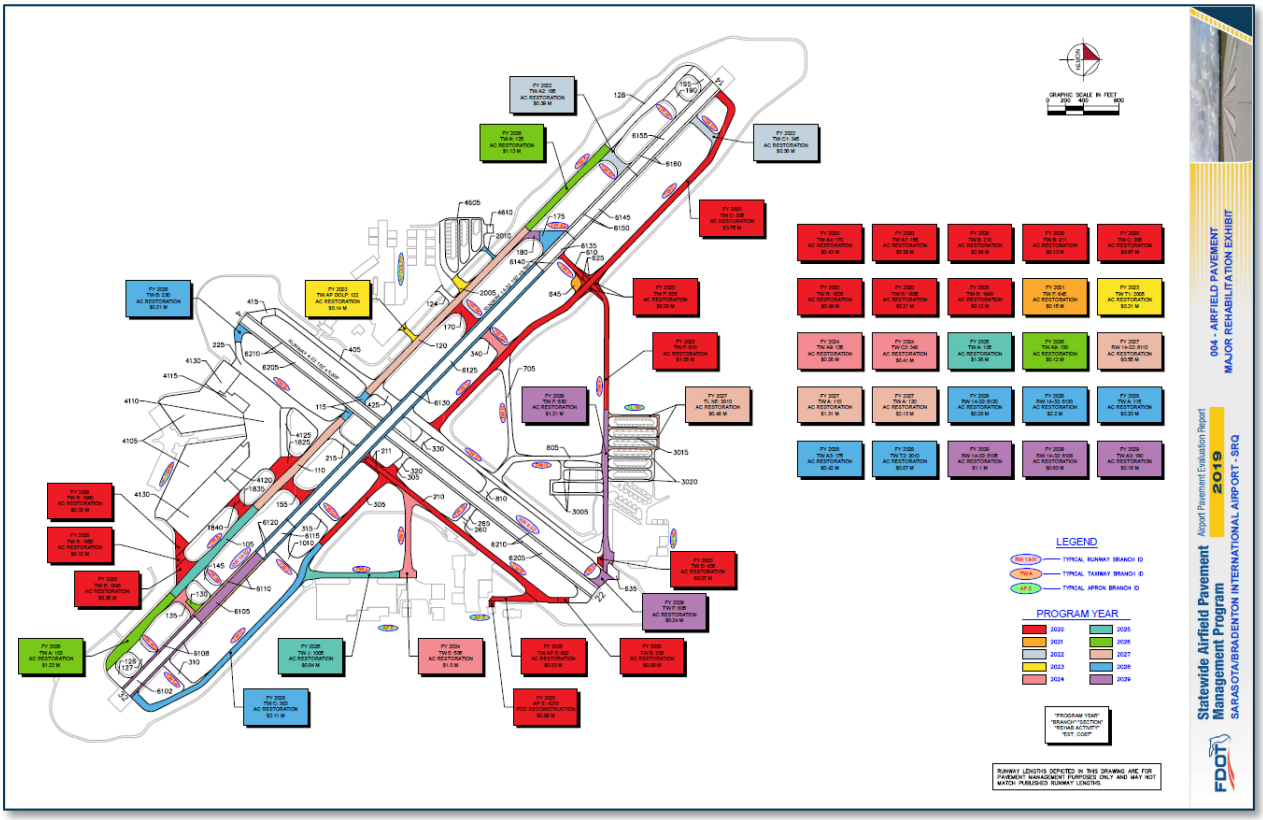
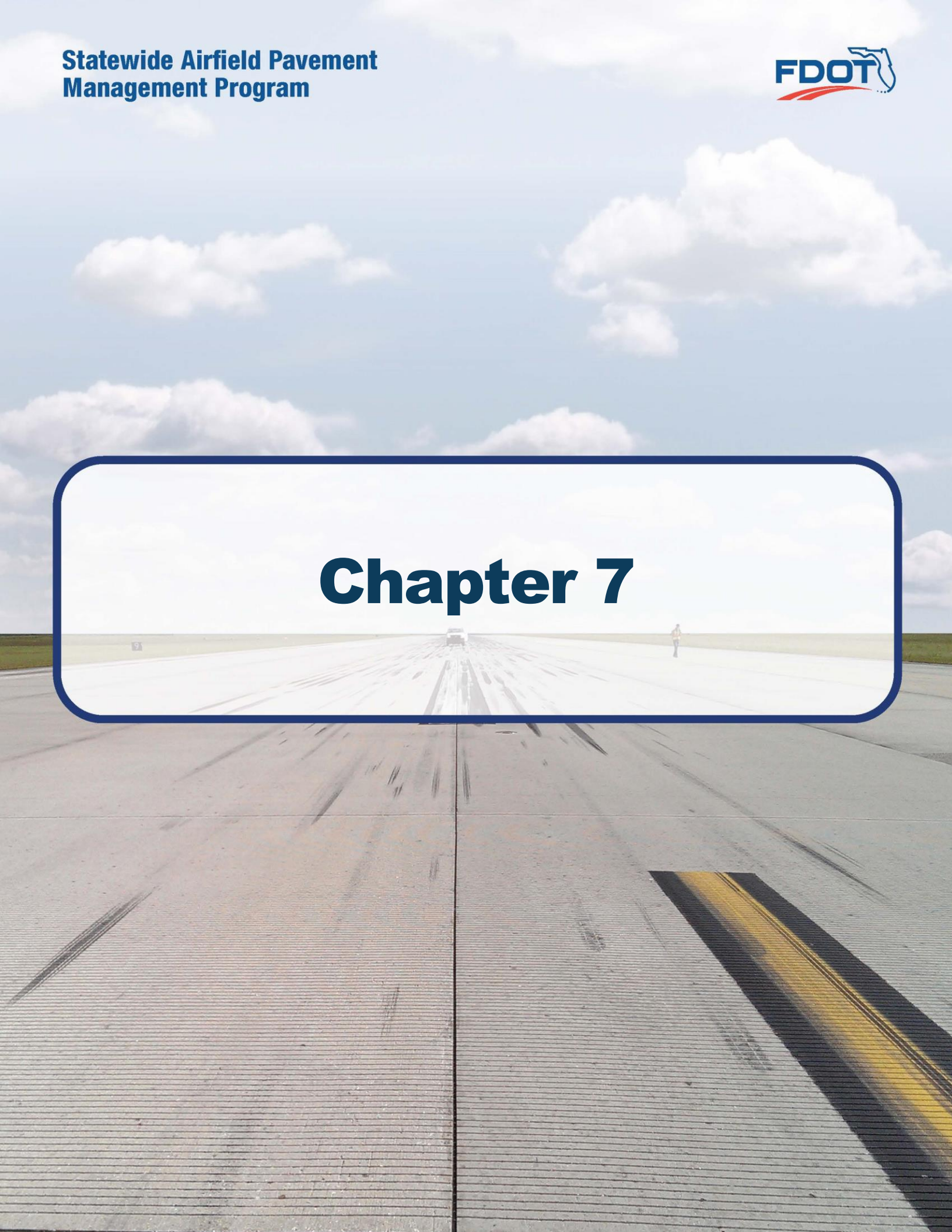


Figure 6.3.1 (b) 10-Year Major Rehabilitation Needs by Program Year Exhibit





Chapter 7

Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 Continued PCI Survey Inspections

It is recommended that the airport continue to perform regularly scheduled PCI Survey inspections in accordance with the ASTM D5340-12 (or latest edition) to monitor the condition of the airfield pavement facilities.

A high priority should be considered for continuous maintenance record keeping and re-inspection of all the airport's maintained pavement facilities to ensure continued safe aircraft operations. A series of scheduled periodic inspections must be carried out for an effective maintenance program. Re-inspection of pavements should be scheduled in a timely manner to ensure that all areas, particularly those that may not come under day-to-day observation, are thoroughly evaluated and reported.

7.1.2 Localized Maintenance and Repair

While deterioration of the pavements due to usage and exposure to the environment cannot be completely prevented, applying timely and effective maintenance efforts can slow the anticipated rate of deterioration. Lack of adequate and timely maintenance is the significant factor in pavement deterioration.

It is recommended that airport sponsors coordinate with their respective Airport Maintenance staff and Airport Engineer when developing project-level maintenance and repair efforts.

7.1.3 Major Rehabilitation

Chapter 6 – Major Rehabilitation Planning identified major pavement rehabilitation project needs from 2020-2029. The identification of the rehabilitation needs was performed at the section level for manageable project areas with the assumption of an unconstrained budget scenario. Given the uncertainty in the airport-specific budget information and prioritization goals, the unconstrained budget scenario was performed to evaluate the worst-case scenario and identify all the inspected pavements' needs in a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets; further evaluation of projects based on prioritization, operational criticality, funding availability, and practicality is recommended.

7.1.4 Pavement Management System

The following recommendations are made to fully implement an effective pavement management program for the airport:

- Develop a detailed preventive maintenance program for the airport.
- Further refine and implement the identified 10-year major rehabilitation needs.
- Maintain detailed records on pavement maintenance, construction, and inspection.
- Maintain records on major pavement construction projects (year, scope, cost, and construction documents).

7.2 Supporting Documents

001 – Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit is located in **Appendix C Technical Exhibits**. The exhibit depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D5340-12. The exhibit is intended for planning purposes only – further detail on facilities can be found on the Airport's adopted Airport Layout Plan. Detailed characteristics are tabulated in **Appendix A Pavement Analysis Tables.**

002 – Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit in is located in **Appendix C Technical Exhibits**. The exhibit depicts any recent and/or anticipated construction activity within the airfield pavement facilities reported by airport staff. The exhibit is intended to schematically identify the pavement limits of works and general work description. The information reported on the ***Airport Response Form*** provided by each participating airport was used as the basis of the changes; furthermore, changes are confirmed at the airport with airport staff during the in-brief and debrief meeting.

003 – Airfield Pavement Condition Index Exhibit

The Airfield Pavement Condition Index Exhibit is located in **Appendix C Technical Exhibits**. The exhibit is a visual summary of the latest conditions calculated from the results of the PCI Survey performed at the airport. The analysis of the distresses surveyed in accordance with the ASTM D5340-12 (referenced in **Appendix E Inspection Distress Details**) were analyzed using PAVER™ software to determine PCI values. The PCI values are identified in the exhibit and graphically represented using the standard ASTM D5340-12 colors for condition rating categories.

004 – Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit is located in **Appendix C Technical Exhibits**. The exhibit has been prepared based on the section condition analysis, pavement condition forecasts, and major rehabilitation needs analysis. The exhibit graphically depicts the inventory with the associated rehabilitation type activity, program year, and the planning-level costs. The area limits, rehabilitation type, and planning-level costs should not be considered a design-level recommendation. A tabulation of the 10-Year Major Rehabilitation is located in **Appendix B Airfield Pavement Localized Maintenance and Repair and Major Rehabilitation.**

Inspection Photograph Documentation

Representative field conditions from the PCI Survey are documented with digital photographs located in **Appendix D Inspection Photograph Documentation.** Select photographs are provided with limited caption on the distresses observed – the Appendix does not contain photographs for every sample unit.

7.3 Conclusion

The FDOT SAPMP Update Phase 2 2018-2019 was completed for the airport on behalf of the FDOT ASO in accordance with the Advisory Circulars ***150/5380-7B "Airport Pavement Management Program (PMP)"*** and ***150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements."*** FDOT's implementation of the SAPMP has assisted public airports with this requirement in performing PCI survey inspections and analysis in accordance with the ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."***

Appendix A

Airfield Pavement Analysis Tables

Table A-1 Pavement System Inventory Details

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
SRQ	EAST APRON	AP E	APRON	4210	65	60	3,900	PCC	12/25/1994
SRQ	TERMINAL APRON	AP TERM	APRON	4105	2,024	438	685,188	PCC	1/1/1989
SRQ	TERMINAL APRON	AP TERM	APRON	4110	1,525	275	422,965	PCC	1/1/1983
SRQ	TERMINAL APRON	AP TERM	APRON	4115	300	120	35,200	PCC	1/1/1989
SRQ	TERMINAL APRON	AP TERM	APRON	4120	420	160	70,800	PCC	1/1/1989
SRQ	TERMINAL APRON	AP TERM	APRON	4125	550	75	45,080	PCC	1/1/1989
SRQ	TERMINAL APRON	AP TERM	APRON	4130	1,260	350	368,000	PCC	1/1/1984
SRQ	AP W	AP W	APRON	4610	95	70	6,650	PCC	12/25/1998
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6102	1,150	100	115,000	AC	1/1/2001
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6105	1,000	100	100,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6108	1,150	25	57,500	AC	1/1/2001
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6110	500	100	50,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6115	500	100	50,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6120	250	100	25,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6125	4,005	100	400,500	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6130	4,005	50	200,250	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6135	500	100	50,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6140	250	100	25,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6145	1,000	100	100,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6150	500	100	50,000	AAC	1/1/2007
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6155	1,345	100	134,500	AC	1/1/2001
SRQ	RUNWAY 14-32	RW 14-32	RUNWAY	6160	1,345	50	67,250	AC	1/1/2001
SRQ	RUNWAY 4-22	RW 4-22	RUNWAY	6205	4,859	100	485,831	AAC	1/1/2010
SRQ	RUNWAY 4-22	RW 4-22	RUNWAY	6210	4,859	50	242,915	AAC	1/1/2010
SRQ	APRON T-HANGARS WEST	TL AP W	TAXILANE	4605	2,600	75	100,722	AC	12/25/1998
SRQ	TAXILANE NORTHEAST	TL NE	TAXILANE	3005	1,840	25	55,325	AC	12/25/2006
SRQ	TAXILANE NORTHEAST	TL NE	TAXILANE	3010	2,000	20	43,681	AAC	12/25/2003
SRQ	TAXILANE NORTHEAST	TL NE	TAXILANE	3015	550	20	12,142	AC	6/1/2018
SRQ	TAXILANE NORTHEAST	TL NE	TAXILANE	3020	1,850	20	46,100	AC	12/25/1998
SRQ	TAXIWAY A	TW A	TAXIWAY	103	1,132	90	110,514	AC	1/1/2001
SRQ	TAXIWAY A	TW A	TAXIWAY	105	1,350	90	123,186	AAC	1/1/2010
SRQ	TAXIWAY A	TW A	TAXIWAY	110	1,400	90	119,270	AAC	1/1/2010
SRQ	TAXIWAY A	TW A	TAXIWAY	115	250	78	20,371	AAC	1/1/2010
SRQ	TAXIWAY A	TW A	TAXIWAY	120	2,572	75	193,796	AAC	1/1/2010
SRQ	TAXIWAY A	TW A	TAXIWAY	125	1,288	75	102,225	AAC	1/1/2010
SRQ	TAXIWAY A	TW A	TAXIWAY	126	253	110	30,753	AC	1/1/2001

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
SRQ	TAXIWAY A	TW A	TAXIWAY	128	1,322	75	124,368	AC	1/1/2002
SRQ	TAXIWAY A	TW A	TAXIWAY	195	255	106	30,044	AC	1/1/2001
SRQ	TAXIWAY A1	TW A1	TAXIWAY	190	240	140	38,481	AC	1/1/2002
SRQ	TAXIWAY A10	TW A10	TAXIWAY	127	240	140	38,539	AC	1/1/2001
SRQ	TAXIWAY A2	TW A2	TAXIWAY	185	271	90	35,555	AAC	1/1/1993
SRQ	TAXIWAY A3	TW A3	TAXIWAY	175	294	112	38,350	AAC	1/1/2010
SRQ	TAXIWAY A3	TW A3	TAXIWAY	180	153	112	15,845	AAC	1/1/2010
SRQ	TAXIWAY A4	TW A4	TAXIWAY	170	288	90	38,808	AAC	1/1/2010
SRQ	TAXIWAY A7	TW A7	TAXIWAY	155	281	95	35,813	AAC	1/1/2010
SRQ	TAXIWAY A8	TW A8	TAXIWAY	145	273	90	31,777	AAC	1/1/2010
SRQ	TAXIWAY A9	TW A9	TAXIWAY	130	165	48	10,830	AAC	1/1/2010
SRQ	TAXIWAY A9	TW A9	TAXIWAY	135	273	90	25,046	AAC	1/1/2001
SRQ	TAXIWAY TO DOLPHIN APRON	TW AP DOLP	TAXIWAY	122	210	50	12,538	AC	1/1/1993
SRQ	TAXIWAY TO DOLPHIN APRON	TW AP DOLP	TAXIWAY	124	210	60	14,535	AAC	1/1/1993
SRQ	TAXIWAY TO EAST APRON	TW AP E	TAXIWAY	602	558	50	29,806	AC	1/1/1980
SRQ	TAXIWAY B	TW B	TAXIWAY	203	261	60	23,710	AAC	1/1/2010
SRQ	TAXIWAY B	TW B	TAXIWAY	205	120	60	7,200	AAC	1/1/1977
SRQ	TAXIWAY B	TW B	TAXIWAY	210	2,670	60	168,433	AAC	1/1/1977
SRQ	TAXIWAY B	TW B	TAXIWAY	211	227	40	12,058	AC	12/25/2002
SRQ	TAXIWAY B	TW B	TAXIWAY	215	288	75	26,159	AAC	1/1/2010
SRQ	TAXIWAY B	TW B	TAXIWAY	225	1,290	159	186,792	AC	11/14/2011
SRQ	TAXIWAY B	TW B	TAXIWAY	230	200	70	19,201	AAC	1/1/2010
SRQ	TAXIWAY B1	TW B1	TAXIWAY	260	116	90	18,379	AC	12/25/2005
SRQ	TAXIWAY B1	TW B1	TAXIWAY	265	175	70	13,111	AAC	1/1/2010
SRQ	TAXIWAY C	TW C	TAXIWAY	303	3,005	60	191,641	AC	12/25/2002
SRQ	TAXIWAY C	TW C	TAXIWAY	305	1,167	60	88,506	AAC	12/25/2002
SRQ	TAXIWAY C	TW C	TAXIWAY	320	183	90	13,872	AAC	1/1/2010
SRQ	TAXIWAY C	TW C	TAXIWAY	330	175	90	18,094	AAC	1/1/2010
SRQ	TAXIWAY C	TW C	TAXIWAY	335	5,315	60	340,865	AC	12/25/2004
SRQ	TAXIWAY C1	TW C1	TAXIWAY	345	355	80	32,704	AC	12/25/2004
SRQ	TAXIWAY C2	TW C2	TAXIWAY	340	295	100	36,914	AC	12/25/2004
SRQ	TAXIWAY C3	TW C3	TAXIWAY	315	294	100	35,788	AC	12/25/2002
SRQ	TAXIWAY C4	TW C4	TAXIWAY	310	395	80	37,673	AC	12/25/2002
SRQ	TAXIWAY D	TW D	TAXIWAY	405	1,375	60	88,300	AC	1/1/2001
SRQ	TAXIWAY D	TW D	TAXIWAY	415	313	75	24,545	AAC	1/1/2010
SRQ	TAXIWAY D	TW D	TAXIWAY	425	290	100	32,831	AAC	12/25/2010
SRQ	TAXIWAY D	TW D	TAXIWAY	430	2,700	60	195,052	AC	12/25/2004
SRQ	TAXIWAY D	TW D	TAXIWAY	435	60	100	6,042	AC	1/1/1992

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
SRQ	TAXIWAY E	TW E	TAXIWAY	505	956	60	90,559	AC	12/25/2004
SRQ	TAXIWAY F	TW F	TAXIWAY	605	175	100	21,519	AAC	1/1/2010
SRQ	TAXIWAY F	TW F	TAXIWAY	610	1,801	50	94,932	AAC	1/1/1993
SRQ	TAXIWAY F	TW F	TAXIWAY	625	300	25	25,498	AC	12/25/2004
SRQ	TAXIWAY F	TW F	TAXIWAY	630	1,821	50	110,224	AAC	12/25/2010
SRQ	TAXIWAY F	TW F	TAXIWAY	635	155	98	16,460	AC	12/25/2005
SRQ	TAXIWAY F	TW F	TAXIWAY	645	121	121	13,980	AC	12/25/2004
SRQ	TAXIWAY G	TW G	TAXIWAY	705	1,127	50	75,944	AC	12/25/2010
SRQ	TAXIWAY H	TW H	TAXIWAY	805	1,254	50	85,417	AC	12/25/2005
SRQ	TAXIWAY H	TW H	TAXIWAY	810	195	95	24,978	AAC	1/1/2010
SRQ	TAXIWAY J	TW J	TAXIWAY	1005	1,075	60	76,394	AC	12/25/2005
SRQ	TAXIWAY J	TW J	TAXIWAY	1010	381	101	55,392	AC	12/25/2013
SRQ	TAXIWAY R	TW R	TAXIWAY	1825	300	155	44,574	AAC	1/1/1993
SRQ	TAXIWAY R	TW R	TAXIWAY	1835	140	70	18,891	AAC	1/1/1993
SRQ	TAXIWAY R	TW R	TAXIWAY	1840	107	70	11,151	AAC	1/1/1993
SRQ	TAXIWAY R	TW R	TAXIWAY	1845	150	136	31,533	AAC	1/1/1993
SRQ	TAXIWAY R	TW R	TAXIWAY	1850	150	111	10,853	AAC	1/1/1993
SRQ	TAXIWAY R	TW R	TAXIWAY	1860	215	230	24,275	AAC	1/1/1983
SRQ	TAXIWAY T1	TW T1	TAXIWAY	2005	170	95	18,726	AC	12/25/1998
SRQ	TAXIWAY T2	TW T2	TAXIWAY	2010	170	30	6,382	AC	12/25/1998

Table A-2 Pavement Condition Index Summary (Last Inspection) – Section Level

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
SRQ	RUNWAY 14-32	RUNWAY	6102	115,000	83	Satisfactory
SRQ	RUNWAY 14-32	RUNWAY	6105	100,000	84	Satisfactory
SRQ	RUNWAY 14-32	RUNWAY	6108	57,500	82	Satisfactory
SRQ	RUNWAY 14-32	RUNWAY	6110	50,000	81	Satisfactory
SRQ	RUNWAY 14-32	RUNWAY	6115	50,000	86	Good
SRQ	RUNWAY 14-32	RUNWAY	6120	25,000	82	Satisfactory
SRQ	RUNWAY 14-32	RUNWAY	6125	400,500	85	Satisfactory
SRQ	RUNWAY 14-32	RUNWAY	6130	200,250	82	Satisfactory
SRQ	RUNWAY 14-32	RUNWAY	6135	50,000	87	Good
SRQ	RUNWAY 14-32	RUNWAY	6140	25,000	86	Good
SRQ	RUNWAY 14-32	RUNWAY	6145	100,000	86	Good
SRQ	RUNWAY 14-32	RUNWAY	6150	50,000	88	Good
SRQ	RUNWAY 14-32	RUNWAY	6155	134,500	89	Good
SRQ	RUNWAY 14-32	RUNWAY	6160	67,250	93	Good
SRQ	RUNWAY 4-22	RUNWAY	6205	485,831	88	Good
SRQ	RUNWAY 4-22	RUNWAY	6210	242,915	88	Good
SRQ	TAXIWAY A	TAXIWAY	103	110,514	71	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	105	123,186	74	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	110	119,270	78	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	115	20,371	80	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	120	193,796	79	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	125	102,225	77	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	126	30,753	80	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	128	124,368	85	Satisfactory
SRQ	TAXIWAY A	TAXIWAY	195	30,044	86	Good
SRQ	TAXIWAY A1	TAXIWAY	190	38,481	83	Satisfactory
SRQ	TAXIWAY A10	TAXIWAY	127	38,539	88	Good
SRQ	TAXIWAY A2	TAXIWAY	185	35,555	69	Fair
SRQ	TAXIWAY A3	TAXIWAY	175	38,350	80	Satisfactory
SRQ	TAXIWAY A3	TAXIWAY	180	15,845	84	Satisfactory
SRQ	TAXIWAY A4	TAXIWAY	170	38,808	61	Fair
SRQ	TAXIWAY A7	TAXIWAY	155	35,813	65	Fair
SRQ	TAXIWAY A8	TAXIWAY	145	31,777	89	Good
SRQ	TAXIWAY A9	TAXIWAY	130	10,830	77	Satisfactory
SRQ	TAXIWAY A9	TAXIWAY	135	25,046	72	Satisfactory
SRQ	TAXIWAY B	TAXIWAY	203	23,710	94	Good
SRQ	TAXIWAY B	TAXIWAY	205	7,200	64	Fair

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
SRQ	TAXIWAY B	TAXIWAY	210	168,433	41	Poor
SRQ	TAXIWAY B	TAXIWAY	211	12,058	59	Fair
SRQ	TAXIWAY B	TAXIWAY	215	26,159	90	Good
SRQ	TAXIWAY B	TAXIWAY	225	186,792	85	Satisfactory
SRQ	TAXIWAY B	TAXIWAY	230	19,201	81	Satisfactory
SRQ	TAXIWAY B1	TAXIWAY	260	18,379	80	Satisfactory
SRQ	TAXIWAY B1	TAXIWAY	265	13,111	92	Good
SRQ	TAXIWAY C	TAXIWAY	303	191,641	74	Satisfactory
SRQ	TAXIWAY C	TAXIWAY	305	88,506	58	Fair
SRQ	TAXIWAY C	TAXIWAY	320	13,872	85	Satisfactory
SRQ	TAXIWAY C	TAXIWAY	330	18,094	94	Good
SRQ	TAXIWAY C	TAXIWAY	335	340,865	64	Fair
SRQ	TAXIWAY C1	TAXIWAY	345	32,704	67	Fair
SRQ	TAXIWAY C2	TAXIWAY	340	36,914	69	Fair
SRQ	TAXIWAY C3	TAXIWAY	315	35,788	77	Satisfactory
SRQ	TAXIWAY C4	TAXIWAY	310	37,673	76	Satisfactory
SRQ	TAXIWAY D	TAXIWAY	405	88,300	77	Satisfactory
SRQ	TAXIWAY D	TAXIWAY	415	24,545	88	Good
SRQ	TAXIWAY D	TAXIWAY	425	32,831	94	Good
SRQ	TAXIWAY D	TAXIWAY	430	195,052	80	Satisfactory
SRQ	TAXIWAY D	TAXIWAY	435	6,042	60	Fair
SRQ	TAXIWAY E	TAXIWAY	505	90,559	69	Fair
SRQ	TAXIWAY F	TAXIWAY	605	21,519	83	Satisfactory
SRQ	TAXIWAY F	TAXIWAY	610	94,932	63	Fair
SRQ	TAXIWAY F	TAXIWAY	625	25,498	57	Fair
SRQ	TAXIWAY F	TAXIWAY	630	110,224	84	Satisfactory
SRQ	TAXIWAY F	TAXIWAY	635	16,460	88	Good
SRQ	TAXIWAY F	TAXIWAY	645	13,980	66	Fair
SRQ	TAXIWAY G	TAXIWAY	705	75,944	78	Satisfactory
SRQ	TAXIWAY H	TAXIWAY	805	85,417	81	Satisfactory
SRQ	TAXIWAY H	TAXIWAY	810	24,978	94	Good
SRQ	TAXIWAY J	TAXIWAY	1005	76,394	70	Fair
SRQ	TAXIWAY J	TAXIWAY	1010	55,392	78	Satisfactory
SRQ	TAXIWAY R	TAXIWAY	1825	44,574	61	Fair
SRQ	TAXIWAY R	TAXIWAY	1835	18,891	65	Fair
SRQ	TAXIWAY R	TAXIWAY	1840	11,151	66	Fair
SRQ	TAXIWAY R	TAXIWAY	1845	31,533	59	Fair
SRQ	TAXIWAY R	TAXIWAY	1850	10,853	54	Poor
SRQ	TAXIWAY R	TAXIWAY	1860	24,275	43	Poor

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
SRQ	TAXIWAY T1	TAXIWAY	2005	18,726	68	Fair
SRQ	TAXIWAY T2	TAXIWAY	2010	6,382	74	Satisfactory
SRQ	TAXIWAY TO DOLPHIN APRON	TAXIWAY	122	12,538	68	Fair
SRQ	TAXIWAY TO DOLPHIN APRON	TAXIWAY	124	14,535	88	Good
SRQ	TAXIWAY TO EAST APRON	TAXIWAY	602	29,806	64	Fair
SRQ	TAXILANE NORTHEAST	TAXILANE	3005	55,325	94	Good
SRQ	TAXILANE NORTHEAST	TAXILANE	3010	43,681	79	Satisfactory
SRQ	TAXILANE NORTHEAST	TAXILANE	3015	12,142	100	Good
SRQ	TAXILANE NORTHEAST	TAXILANE	3020	46,100	82	Satisfactory
SRQ	APRON T-HANGARS WEST	TAXILANE	4605	100,722	91	Good
SRQ	TERMINAL APRON	APRON	4105	685,188	97	Good
SRQ	TERMINAL APRON	APRON	4110	422,965	96	Good
SRQ	TERMINAL APRON	APRON	4115	35,200	100	Good
SRQ	TERMINAL APRON	APRON	4120	70,800	88	Good
SRQ	TERMINAL APRON	APRON	4125	45,080	88	Good
SRQ	TERMINAL APRON	APRON	4130	368,000	98	Good
SRQ	EAST APRON	APRON	4210	3,900	26	Very Poor
SRQ	AP W	APRON	4610	6,650	94	Good

Table A-3 Forecasted PCI 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
SRQ	AP E	4210	26	24	23	22	22	21	20	20	19	19	18
SRQ	AP TERM	4105	97	94	93	91	90	89	88	87	86	85	85
SRQ	AP TERM	4110	96	93	92	91	89	88	87	87	86	85	84
SRQ	AP TERM	4115	100	97	95	93	92	90	89	88	87	87	86
SRQ	AP TERM	4120	88	87	86	85	84	84	83	82	81	81	80
SRQ	AP TERM	4125	88	87	86	85	84	84	83	82	81	81	80
SRQ	AP TERM	4130	98	95	93	92	91	89	88	87	87	86	85
SRQ	AP W	4610	94	92	90	89	88	87	87	86	85	84	84
SRQ	RW 14-32	6102	83	80	79	77	75	73	72	70	68	66	65
SRQ	RW 14-32	6105	84	81	80	78	77	76	74	72	69	66	64
SRQ	RW 14-32	6108	82	79	78	76	74	72	71	69	67	65	64
SRQ	RW 14-32	6110	81	79	78	76	74	72	70	67	64	62	59
SRQ	RW 14-32	6115	86	83	81	80	78	77	75	73	71	69	66
SRQ	RW 14-32	6120	82	80	78	77	75	74	71	69	66	63	61
SRQ	RW 14-32	6125	85	82	80	79	78	76	75	73	70	68	65
SRQ	RW 14-32	6130	82	80	78	77	75	74	71	69	66	63	61
SRQ	RW 14-32	6135	87	84	82	80	79	77	76	74	72	70	67
SRQ	RW 14-32	6140	86	83	81	80	78	77	75	73	71	69	66
SRQ	RW 14-32	6145	86	83	81	80	78	77	75	73	71	69	66
SRQ	RW 14-32	6150	88	84	82	81	79	78	76	75	73	71	68
SRQ	RW 14-32	6155	89	86	85	83	81	79	78	76	74	72	71
SRQ	RW 14-32	6160	93	90	89	87	85	83	82	80	78	76	75
SRQ	RW 4-22	6205	88	84	82	81	79	78	76	75	73	71	68
SRQ	RW 4-22	6210	88	84	82	81	79	78	76	75	73	71	68
SRQ	TL AP W	4605	91	88	86	85	83	81	80	78	77	75	74
SRQ	TL NE	3005	94	91	89	87	86	84	82	81	79	78	76
SRQ	TL NE	3010	79	76	74	72	70	69	67	65	64	63	62
SRQ	TL NE	3015	100	96	94	92	90	88	86	85	83	81	80
SRQ	TL NE	3020	82	80	78	77	75	74	73	72	71	69	68
SRQ	TW A	103	71	69	68	67	66	66	65	64	63	62	62
SRQ	TW A	105	74	71	70	68	66	65	64	62	61	60	59
SRQ	TW A	110	78	75	73	71	69	68	66	65	63	62	61
SRQ	TW A	115	80	77	75	73	71	69	68	66	65	63	62
SRQ	TW A	120	79	76	74	72	70	69	67	65	64	63	62
SRQ	TW A	125	77	74	72	70	69	67	66	64	63	62	61
SRQ	TW A	126	80	78	76	75	74	72	71	70	69	68	67
SRQ	TW A	128	85	82	81	79	78	76	75	74	73	71	70

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
SRQ	TW A	195	86	83	82	80	79	77	76	75	73	72	71
SRQ	TW A1	190	83	81	79	78	76	75	74	72	71	70	69
SRQ	TW A10	127	88	85	84	82	80	79	77	76	75	73	72
SRQ	TW A2	185	69	67	65	64	63	61	60	59	58	58	57
SRQ	TW A3	175	80	77	75	73	71	69	68	66	65	63	62
SRQ	TW A3	180	84	81	78	76	74	72	71	69	67	66	64
SRQ	TW A4	170	61	59	58	58	57	56	55	55	54	54	53
SRQ	TW A7	155	65	63	62	61	60	59	58	57	56	56	55
SRQ	TW A8	145	89	85	83	81	78	76	74	72	71	69	67
SRQ	TW A9	130	77	74	72	70	69	67	66	64	63	62	61
SRQ	TW A9	135	72	69	68	66	65	63	62	61	60	59	58
SRQ	TW AP DOLP	122	68	66	66	65	64	63	62	62	61	60	60
SRQ	TW AP DOLP	124	88	85	82	80	78	76	74	72	70	68	67
SRQ	TW AP E	602	64	63	62	61	60	60	59	58	57	57	56
SRQ	TW B	203	94	90	88	85	83	80	78	76	74	72	70
SRQ	TW B	205	64	62	61	60	59	58	57	56	56	55	54
SRQ	TW B	210	41	38	36	33	31	27	24	20	16	11	6
SRQ	TW B	211	59	58	57	56	55	54	53	52	50	49	47
SRQ	TW B	215	90	86	84	82	79	77	75	73	71	69	68
SRQ	TW B	225	85	82	81	79	78	76	75	74	73	71	70
SRQ	TW B	230	81	78	76	74	72	70	68	67	65	64	63
SRQ	TW B1	260	80	78	76	75	74	72	71	70	69	68	67
SRQ	TW B1	265	92	88	86	83	81	79	77	75	73	71	69
SRQ	TW C	303	74	72	71	70	69	68	67	66	65	64	64
SRQ	TW C	305	58	57	56	55	55	54	53	53	52	52	51
SRQ	TW C	320	85	82	79	77	75	73	71	70	68	66	65
SRQ	TW C	330	94	90	88	85	83	80	78	76	74	72	70
SRQ	TW C	335	64	63	62	61	60	60	59	58	57	57	56
SRQ	TW C1	345	67	65	65	64	63	62	62	61	60	59	59
SRQ	TW C2	340	69	67	66	66	65	64	63	63	62	61	60
SRQ	TW C3	315	77	75	74	72	71	70	69	68	67	66	65
SRQ	TW C4	310	76	74	73	72	70	69	68	67	67	66	65
SRQ	TW D	405	77	75	74	72	71	70	69	68	67	66	65
SRQ	TW D	415	88	85	82	80	78	76	74	72	70	68	67
SRQ	TW D	425	94	90	88	85	83	80	78	76	74	72	70
SRQ	TW D	430	80	78	76	75	74	72	71	70	69	68	67
SRQ	TW D	435	60	59	58	57	56	55	54	53	52	51	49
SRQ	TW E	505	69	67	66	66	65	64	63	63	62	61	60

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
SRQ	TW F	605	83	80	78	75	73	72	70	68	67	65	64
SRQ	TW F	610	63	61	60	59	58	57	57	56	55	55	54
SRQ	TW F	625	57	55	54	53	52	51	50	48	47	45	43
SRQ	TW F	630	84	81	78	76	74	72	71	69	67	66	64
SRQ	TW F	635	88	85	84	82	80	79	77	76	75	73	72
SRQ	TW F	645	66	65	64	63	62	62	61	60	59	59	58
SRQ	TW G	705	78	76	75	73	72	71	70	69	68	67	66
SRQ	TW H	805	81	79	77	76	75	73	72	71	70	69	68
SRQ	TW H	810	94	90	88	85	83	80	78	76	74	72	70
SRQ	TW J	1005	70	68	67	66	66	65	64	63	63	62	61
SRQ	TW J	1010	78	76	75	73	72	71	70	69	68	67	66
SRQ	TW R	1825	61	59	58	58	57	56	55	55	54	54	53
SRQ	TW R	1835	65	63	62	61	60	59	58	57	56	56	55
SRQ	TW R	1840	66	64	63	61	60	59	58	58	57	56	55
SRQ	TW R	1845	59	57	57	56	55	55	54	54	53	52	52
SRQ	TW R	1850	54	53	52	52	51	50	50	49	48	47	46
SRQ	TW R	1860	43	40	38	36	34	31	28	25	21	17	12
SRQ	TW T1	2005	68	66	66	65	64	63	62	62	61	60	60
SRQ	TW T2	2010	74	72	71	70	69	68	67	66	65	64	64

Network: SARASOTA/BRADE **Branch:** AP E EAST APRON **Section:** 4210 **Surface:**PCC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 65.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 3900.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1994	NC-PC	New Construction - PCC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** AP TERM TERMINAL APR **Section:** 4105 **Surface:**PCC

L.C.D. 1/1/1989 **Use:** APRON **Rank:** P **Length:** 2,024.00 (Ft) **Width:** 438.00 (Ft) **True Area:** 685188.0002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1989	IMPORTED	BUILT	0.00	17.00	☑	1989: 17" PCC ON 6" ECONOCRETE BASE

Network: SARASOTA/BRADE **Branch:** AP TERM TERMINAL APR **Section:** 4110 **Surface:**PCC

L.C.D. 1/1/1983 **Use:** APRON **Rank:** P **Length:** 1,525.00 (Ft) **Width:** 275.00 (Ft) **True Area:** 422965.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1983	IMPORTED	BUILT	0.00	0.00	☑	1983 PCC PAVEMENT

Network: SARASOTA/BRADE **Branch:** AP TERM TERMINAL APR **Section:** 4115 **Surface:**PCC

L.C.D. 1/1/1989 **Use:** APRON **Rank:** P **Length:** 300.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 35200.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1989	IMPORTED	BUILT	0.00	17.00	☑	1989: 17" PCC ON 6" ECONOCRETE BASE

Network: SARASOTA/BRADE **Branch:** AP TERM TERMINAL APR **Section:** 4120 **Surface:**PCC

L.C.D. 1/1/1989 **Use:** APRON **Rank:** P **Length:** 420.00 (Ft) **Width:** 160.00 (Ft) **True Area:** 70800.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1989	IMPORTED	BUILT	0.00	17.00	☑	1989: 17" PCC ON 6" ECONOCRETE BASE

Network: SARASOTA/BRADE **Branch:** AP TERM TERMINAL APR **Section:** 4125 **Surface:**PCC

L.C.D. 1/1/1989 **Use:** APRON **Rank:** P **Length:** 550.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 45080.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1989	IMPORTED	BUILT	0.00	17.00	☑	1989: 17" PCC ON 6" ECONOCRETE BASE

Network: SARASOTA/BRADE **Branch:** AP TERM TERMINAL APR **Section:** 4130 **Surface:**PCC

L.C.D. 1/1/1984 **Use:** APRON **Rank:** P **Length:** 1,260.00 (Ft) **Width:** 350.00 (Ft) **True Area:** 368000.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	NC-PC	New Construction - PCC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** AP W AP W **Section:** 4610 **Surface:**PCC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 95.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 6650.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1998	NC-PC	New Construction - PCC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6102 **Surface:**AC

L.C.D. 1/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 1,150.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 115000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6105 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 100000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1974	IMPORTED	OVERLAY	0.00	1.50	☑	1974: 1.5" TO 2.5" P-401 OVERLAY (TAPERED FROM CENTER TO ED
1/1/1969	IMPORTED	BUILT	0.00	2.00	☑	1969: 2" TO 4" AC (TAPERED FROM CENTER TO EDGE OF R/W)

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6108 **Surface:**AC

L.C.D. 1/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 1,150.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 57500.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6110 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 50000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1974	IMPORTED	OVERLAY	0.00	2.50	☑	1974: 2.5" TO 1.5" P-401 OVERLAY (TAPERED FROM CENTER TO ED
1/1/1969	IMPORTED	BUILT	0.00	4.00	☑	1969: 4" TO 2" AC (TAPERED FROM CENTER TO EDGE) ON 12"

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6115 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 50000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1969	IMPORTED	OVERLAY	0.00	4.00	☑	1969: 4" TO 2" AC OVERLAY (TAPERED FROM CENTER TO ED
1/1/1963	IMPORTED	OVERLAY	0.00	1.50	☑	1963: 1.5" P-401 AND 1.5" P-201
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 8" - 9" BIT. BASE

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6120 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 25000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1969	IMPORTED	OVERLAY	0.00	4.00	☑	1969: 4" TO 2" AC OVERLAY (TAPERED FROM CENTER TO ED
1/1/1963	IMPORTED	OVERLAY	0.00	1.50	☑	1963: 1.5" P-401 AND 1.5" P-201
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 8" - 9" BIT. BASE

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6125 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 4,005.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 400500.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1969	IMPORTED	OVERLAY	0.00	4.00	☑	1969: 4" TO 2" AC OVERLAY (TAPERED FROM CENTER TO ED
1/1/1963	IMPORTED	OVERLAY	0.00	3.00	☑	1963: 3" OVERLAY (ASSUME 1.5" P-401 AND 1.5" P-201)
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 8" - 9" BIT. BASE

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6130 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 4,005.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 200250.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1969	IMPORTED	OVERLAY	0.00	4.00	☑	1969: 4" TO 2" OVERLAY (TAPERED FROM CENTER TO ED
1/1/1963	IMPORTED	OVERLAY	0.00	3.00	☑	1963: 3" OVERLAY (ASSUME 1.5" P401 AND 1.5" P-201)
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 8" - 9" BIT. BASE

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6135 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 50000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1969	IMPORTED	OVERLAY	0.00	4.00	☑	1969: 4" TO 2" AC OVERLAY (TAPERED FROM CENTER TO ED
1/1/1963	IMPORTED	OVERLAY	0.00	1.50	☑	1963: 1.5" P-401 AND 1.5" P-201
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 8" - 9" BIT. BASE

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6140 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 25000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1969	IMPORTED	OVERLAY	0.00	4.00	☑	1969: 4" TO 2" AC OVERLAY (TAPERED FROM CENTER TO ED
1/1/1963	IMPORTED	OVERLAY	0.00	1.50	☑	1963: 1.5" P-401 AND 1.5" P-201
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 8" - 9" BIT. BASE

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6145 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 100000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1974	IMPORTED	OVERLAY	0.00	2.50	☑	1974: 2.5" TO 1.5" P-401 OVERLAY (TAPERED FROM CENTER TO ED
1/1/1969	IMPORTED	BUILT	0.00	4.00	☑	1969: 4" TO 2" AC ON 12" LIME ROCK BASE (P-211)

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6150 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 50000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1974	IMPORTED	OVERLAY	0.00	2.50	☑	1974: 2.5" TO 1.5" P-401 OVERLAY (TAPERED FROM CENTER TO ED
1/1/1969	IMPORTED	BUILT	0.00	4.00	☑	1969: 4" TO 2" AC ON 12" LIME ROCK BASE (P-211)

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6155 **Surface:**AC

L.C.D. 1/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 1,345.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 134500.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6160 **Surface:**AC

L.C.D. 1/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 1,345.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 67250.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** RW 4-22 RUNWAY 4-22 **Section:** 6205 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** RUNWAY **Rank:** P **Length:** 4,859.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 485831.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1995	IMPORTED	OVERLAY	0.00	0.00	☑	1995: P401 AC OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	6.00	☑	1977: 6" AC OVERLAY
1/1/1961	IMPORTED	OVERLAY	0.00	1.50	☑	1961: 1.5" AC OVERLAY
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 6.5" BIT. BASE

Network: SARASOTA/BRADE **Branch:** RW 4-22 RUNWAY 4-22 **Section:** 6210 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** RUNWAY **Rank:** P **Length:** 4,859.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 242915.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1995	IMPORTED	OVERLAY	0.00	0.00	☑	1995: P401 AC OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	6.00	☑	1977: 6" AC OVERLAY
1/1/1961	IMPORTED	OVERLAY	0.00	1.50	☑	1961: 1.5" AC OVERLAY
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 6.5" BIT. BASE

Network: SARASOTA/BRADE **Branch:** TL AP W APRON T-HANG **Section:** 4605 **Surface:**AC

L.C.D. 12/25/199 **Use:** TAXILAN **Rank:** T **Length:** 2,600.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 100722.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/30/2018	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
12/25/1998	NU-IN	New Construction - Initial	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TL NE TAXILANE NOR **Section:** 3005 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXILAN **Rank:** P **Length:** 1,840.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 55325.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2006	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TL NE TAXILANE NOR **Section:** 3010 **Surface:**AAC

L.C.D. 12/25/200 **Use:** TAXILAN **Rank:** P **Length:** 2,000.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 43681.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/30/2018	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
12/25/2003	ML-OV	MILL and OVERLAY	0.00	0.00	☑	UNKNOWN
12/25/1995	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TL NE TAXILANE NOR **Section:** 3015 **Surface:**AC

L.C.D. 6/1/2018 **Use:** TAXILAN **Rank:** P **Length:** 550.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 12142.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	CR-AC	Complete Reconstruction - AC	60,710.00	0.00	☑	UNKNOWN
12/25/1995	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TL NE TAXILANE NOR **Section:** 3020 **Surface:**AC

L.C.D. 12/25/199 **Use:** TAXILAN **Rank:** P **Length:** 1,850.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 46100.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1998	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW A10 TAXIWAY A10 **Section:** 127 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 240.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 38539.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 103 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 1,132.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 110514.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 105 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 1,350.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 123186.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	11.50	☑	1980 11.5" P211 LIMEROCK BASE
1/1/1980	IMPORTED	OVERLAY	0.00	2.50	☑	1980 2.5" MIN TO 3.5" P401 AC

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 110 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 1,400.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 119270.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	OVERLAY	0.00	2.50	☑	1980: 2.5" TO 3.5" P401 AC OVERLAY
1/1/1969	IMPORTED	OVERLAY	0.00	3.00	☑	1969 3" BITUMINOUS SURFACE COURSE (GRADE "B")
1/1/1963	IMPORTED	BUILT	0.00	2.00	☑	1963: 2" - 3" P-401 ON 9" P-211 ON 3" LIME ROCK STABILIZED SUBB

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 115 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 78.00 (Ft) **True Area:** 20371.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	OVERLAY	0.00	1.00	☑	1980: 1" P401 AC OVERLAY
1/1/1969	IMPORTED	OVERLAY	0.00	3.00	☑	1969: 3" BITUMINOUS SURFACE COURSE (GRADE "B")
1/1/1963	IMPORTED	BUILT	0.00	2.00	☑	1963: 2" - 3" P-401 ON 9" P-211 ON 3" LIME ROCK STABILIZED SUBB

Network: SARASOTA/BRADE **Branch:** TW A1 TAXIWAY A1 **Section:** 190 **Surface:**AC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 240.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 38481.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 120 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 2,572.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 193796.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	OVERLAY	0.00	2.50	☑	1980 2.5" TO 3.5" P401 AC OVERLAY
1/1/1969	IMPORTED	OVERLAY	0.00	3.00	☑	1969 3" BITUMINOUS SURFACE COURSE (GRADE "B")
1/1/1963	IMPORTED	BUILT	0.00	2.00	☑	1963: 2" - 3" P-401 ON 9" P-211 ON 3" LIME ROCK STABILIZED SUBB

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 125 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 1,288.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 102225.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	11.00	☑	1980: 11" P211 LIMEROCK BASE
1/1/1980	IMPORTED	OVERLAY	0.00	2.50	☑	1980: 2.5" TO 3.5" P401 AC OVERLAY

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 126 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 253.00 (Ft) **Width:** 110.00 (Ft) **True Area:** 30753.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 128 **Surface:**AC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 1,322.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 124368.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 195 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 255.00 (Ft) **Width:** 106.00 (Ft) **True Area:** 30044.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW A2 TAXIWAY A2 **Section:** 185 **Surface:**AAC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 271.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 35555.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	3.00	☑	1980: 3" P401 ON 11" P211

Network: SARASOTA/BRADE **Branch:** TW A3 TAXIWAY A3 **Section:** 175 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 294.00 (Ft) **Width:** 112.00 (Ft) **True Area:** 38350.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	OVERLAY	0.00	1.00	☑	1980: 1" P401 OVERLAY
1/1/1969	IMPORTED	OVERLAY	0.00	3.00	☑	1969: 3" AC OVERLAY (GRADE "B")
1/1/1963	IMPORTED	BUILT	0.00	2.00	☑	1963: 2" - 3" P-401 ON 9" P-211 ON 3" LIME ROCK STABILIZED SUBB

Network: SARASOTA/BRADE **Branch:** TW A3 TAXIWAY A3 **Section:** 180 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 153.00 (Ft) **Width:** 112.00 (Ft) **True Area:** 15845.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	OVERLAY	0.00	3.00	☑	1980: 3" P401 AC OVERLAY
1/1/1969	IMPORTED	OVERLAY	0.00	3.00	☑	1969: 3" AC OVERLAY (GRADE "B")
1/1/1963	IMPORTED	BUILT	0.00	2.00	☑	1963: 2" - 3" P-401 ON 9" P-211 ON 3" LIME ROCK STABILIZED SUBB

Network: SARASOTA/BRADE **Branch:** TW A4 TAXIWAY A4 **Section:** 170 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 287.50 (Ft) **Width:** 90.00 (Ft) **True Area:** 38808.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	3.00	☑	1980: 3" P401 ON 11" P211

Network: SARASOTA/BRADE **Branch:** TW A7 TAXIWAY A7 **Section:** 155 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 281.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 35813.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	3.00	☑	1980: 3" P401 ON 11" P211

Network: SARASOTA/BRADE **Branch:** TW A8 TAXIWAY A8 **Section:** 145 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 272.50 (Ft) **Width:** 90.00 (Ft) **True Area:** 31777.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	3.00	☑	1980: 3" P401 ON 11" P211

Network: SARASOTA/BRADE **Branch:** TW A9 TAXIWAY A9 **Section:** 130 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 165.00 (Ft) **Width:** 48.00 (Ft) **True Area:** 10830.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	1.00	☑	1980: 1" P401 ON 11.5" P211

Network: SARASOTA/BRADE **Branch:** TW A9 TAXIWAY A9 **Section:** 135 **Surface:**AAC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 272.50 (Ft) **Width:** 90.00 (Ft) **True Area:** 25046.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	ML-OV	MILL and OVERLAY	0.00	0.00	☑	UNKNOWN
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	2.50	☑	1980: 2.5" TO 3.5" P401 ON 11.5" P211

Network: SARASOTA/BRADE **Branch:** TW AP DOLP TAXIWAY TO D **Section:** 122 **Surface:**AC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12538.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	BUILT	0.00	16.00	☑	1993: 16" P211 ON 12" STABILIZED SUBGRADE
1/1/1993	IMPORTED	OVERLAY	0.00	4.00	☑	1993: 4" P401 AC

Network: SARASOTA/BRADE **Branch:** TW AP DOLP TAXIWAY TO D **Section:** 124 **Surface:**AAC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 14535.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1993	IMPORTED	OVERLAY	0.00	0.00	☑	ON EXISTING
1/1/1980	IMPORTED	BUILT	0.00	2.50	☑	1980: 2.5" TO 3.5" P401 AC OVERLAY

Network: SARASOTA/BRADE **Branch:** TW AP E TAXIWAY TO E **Section:** 602 **Surface:**AC

L.C.D. 1/1/1980 **Use:** TAXIWAY **Rank:** P **Length:** 558.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 29806.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1980	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE 1980 AC OVERLAY

Network: SARASOTA/BRADE **Branch:** TW B1 TAXIWAY B1 **Section:** 260 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 116.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 18379.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2005	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW B1 TAXIWAY B1 **Section:** 265 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 13111.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
12/25/2005	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW B TAXIWAY B **Section:** 203 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 261.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 23710.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	VAR MILL 1"-2", VAR OVERLAY 1'
1/1/1977	IMPORTED	OVERLAY	0.00	3.00	☑	1977: 3" AC OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	1.50	☑	EXISTING 1.5" P-401 ON 8" P-211
1/1/1977	IMPORTED	OVERLAY	0.00	0.00	☑	THIS PAVEMENT HAS AN EMULSION SEAL
1/1/1969	IMPORTED	BUILT	0.00	3.00	☑	1969: 3" AC SURFACE COURSE (GRADE B)

Network: SARASOTA/BRADE **Branch:** TW B TAXIWAY B **Section:** 205 **Surface:**AAC

L.C.D. 1/1/1977 **Use:** TAXIWAY **Rank:** P **Length:** 120.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 7200.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1977	IMPORTED	OVERLAY	0.00	3.00	☑	1977: 3" AC OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	1.50	☑	EXISTING 1.5" P-401 ON 8" P-211
1/1/1977	IMPORTED	OVERLAY	0.00	0.00	☑	THIS PAVEMENT HAS AN EMULSION SEAL
1/1/1969	IMPORTED	BUILT	0.00	3.00	☑	1969: 3" AC SURFACE COURSE (GRADE B)

Network: SARASOTA/BRADE **Branch:** TW B TAXIWAY B **Section:** 210 **Surface:**AAC

L.C.D. 1/1/1977 **Use:** TAXIWAY **Rank:** P **Length:** 2,670.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 168433.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2002	ST-SC	Seal Coat	0.00	0.00	☐	UNKNOWN
1/1/1977	IMPORTED	OVERLAY	0.00	6.00	☑	1977: 6" P-401 OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	8.00	☑	EXISTING 8" P-211 ON 3.5" - 8" STABILIZED SUBGRADE
1/1/1969	IMPORTED	BUILT	0.00	2.00	☑	1969: 2" AC OVERLAY - GRADE B

Network: SARASOTA/BRADE **Branch:** TW B TAXIWAY B **Section:** 211 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 227.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 12058.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2002	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW B TAXIWAY B **Section:** 215 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 287.50 (Ft) **Width:** 75.00 (Ft) **True Area:** 26159.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2.5" MILL, 4" OVERLAY, NEW PV
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P-401 OVERLAY
1/1/1993	IMPORTED	OVERLAY	0.00	1.50	☑	ESISTING 1.5" P-401 ON 8" P-211
1/1/1980	IMPORTED	OVERLAY	0.00	0.00	☑	1980: 0" - 1" P-401 OVERLAY
1/1/1969	IMPORTED	BUILT	0.00	3.00	☑	1969: 3" AC OVERLAY (GRADE B)

Network: SARASOTA/BRADE **Branch:** TW B TAXIWAY B **Section:** 225 **Surface:**AC

L.C.D. 11/14/201 **Use:** TAXIWAY **Rank:** P **Length:** 1,290.00 (Ft) **Width:** 159.00 (Ft) **True Area:** 186792.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/14/2011	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 8" P-211, 12" S-160, P-152
1/1/1983	IMPORTED	OVERLAY	0.00	0.00	☑	1983: P-401 OVERLAY
1/1/1983	IMPORTED	OVERLAY	0.00	1.50	☑	EXISTING 1.5" P-401 ON 8" P-211
1/1/1977	IMPORTED	OVERLAY	0.00	3.00	☑	1977: 3" AC OVERLAY
1/1/1969	IMPORTED	BUILT	0.00	3.00	☑	1969: 3" AC OVERLAY (GRADE B)

Network: SARASOTA/BRADE **Branch:** TW B TAXIWAY B **Section:** 230 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 19201.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1977	IMPORTED	OVERLAY	0.00	3.00	☑	1977: 3" AC OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	1.50	☑	EXISTING 1.5" P-401 ON 8" P-211
1/1/1969	IMPORTED	BUILT	0.00	3.00	☑	1969: 3" AC OVERLAY (GRADE B)

Network: SARASOTA/BRADE **Branch:** TW C1 TAXIWAY C1 **Section:** 345 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 355.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 32704.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW C2 TAXIWAY C2 **Section:** 340 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 295.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 36914.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW C TAXIWAY C **Section:** 303 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 3,005.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 191641.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2002	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW C TAXIWAY C **Section:** 305 **Surface:**AAC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 1,167.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 88506.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2002	ML-OV	MILL and OVERLAY	0.00	0.00	☑	UNKNOWN
1/1/1985	IMPORTED	BUILT	0.00	0.00	☑	1985 AC PAVEMENT

Network: SARASOTA/BRADE **Branch:** TW C TAXIWAY C **Section:** 320 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 183.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 13872.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1985	IMPORTED	BUILT	0.00	0.00	☑	1985 AC PAVEMENT

Network: SARASOTA/BRADE **Branch:** TW C TAXIWAY C **Section:** 330 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 18094.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
12/25/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW C3 TAXIWAY C3 **Section:** 315 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 294.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 35788.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2002	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW C TAXIWAY C **Section:** 335 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 5,315.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 340865.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW C4 TAXIWAY C4 **Section:** 310 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 395.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 37673.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2002	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	UNKNOWN
1/1/1985	IMPORTED	BUILT	0.00	0.00	☑	1985 AC PAVEMENT

Network: SARASOTA/BRADE **Branch:** TW D TAXIWAY D **Section:** 405 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 1,375.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 88300.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW D TAXIWAY D **Section:** 415 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 313.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 24545.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW D TAXIWAY D **Section:** 425 **Surface:**AAC

L.C.D. 12/25/201 **Use:** TAXIWAY **Rank:** P **Length:** 290.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 32831.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
12/25/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW D TAXIWAY D **Section:** 430 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 2,700.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 195052.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW D TAXIWAY D **Section:** 435 **Surface:**AC

L.C.D. 1/1/1992 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 6042.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1992	IMPORTED	BUILT	0.00	10.00	☑	1992: 10" P-401 PAVEMENT

Network: SARASOTA/BRADE **Branch:** TW E TAXIWAY E **Section:** 505 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 956.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 90559.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW F TAXIWAY F **Section:** 605 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 21519.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1992	IMPORTED	BUILT	0.00	9.50	☑	1992: 9.5" P-401

Network: SARASOTA/BRADE **Branch:** TW F TAXIWAY F **Section:** 610 **Surface:**AAC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 1,801.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 94932.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	BUILT	0.00	2.00	☑	1993: 2" P401 SURFACE ON 1" TO 4" P401 LEVELING COURSE
1/1/1993	IMPORTED	OVERLAY	0.00	3.00	☑	EXISTING 3" AC ON 6" BASE

Network: SARASOTA/BRADE **Branch:** TW F TAXIWAY F **Section:** 625 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 25498.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW F TAXIWAY F **Section:** 630 **Surface:**AAC

L.C.D. 12/25/201 **Use:** TAXIWAY **Rank:** P **Length:** 1,821.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 110224.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	UNKNOWN
1/1/1993	IMPORTED	BUILT	0.00	2.00	☑	1993: 2" P401 SURFACE ON 1" TO 4" P401 LEVELING COURSE
1/1/1993	IMPORTED	OVERLAY	0.00	3.00	☑	EXISTING 3" AC ON 6" BASE

Network: SARASOTA/BRADE **Branch:** TW F TAXIWAY F **Section:** 635 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 155.00 (Ft) **Width:** 98.00 (Ft) **True Area:** 16460.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2005	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW F TAXIWAY F **Section:** 645 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 121.00 (Ft) **Width:** 121.00 (Ft) **True Area:** 13980.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW G TAXIWAY G **Section:** 705 **Surface:**AC

L.C.D. 12/25/201 **Use:** TAXIWAY **Rank:** P **Length:** 1,127.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 75944.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2010	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW H TAXIWAY H **Section:** 805 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 1,254.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 85417.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2005	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW H TAXIWAY H **Section:** 810 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 195.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 24978.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
12/25/2005	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW J TAXIWAY J **Section:** 1005 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXIWAY **Rank:** P **Length:** 1,075.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 76394.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2005	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW J TAXIWAY J **Section:** 1010 **Surface:**AC

L.C.D. 12/25/201 **Use:** TAXIWAY **Rank:** P **Length:** 381.00 (Ft) **Width:** 101.00 (Ft) **True Area:** 55392.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2013	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW R TAXIWAY R **Section:** 1825 **Surface:**AAC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 155.00 (Ft) **True Area:** 44574.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1993	IMPORTED	OVERLAY	0.00	0.00	☑	EXISTING PAVEMENT
1/1/1980	IMPORTED	OVERLAY	0.00	3.00	☑	1980: 3" P401 AC OVERLAY
1/1/1969	IMPORTED	BUILT	0.00	3.00	☑	1969: 3" AC OVERLAY (GRADE "B")

Network: SARASOTA/BRADE **Branch:** TW R TAXIWAY R **Section:** 1835 **Surface:**AAC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 140.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 18891.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1983	IMPORTED	OVERLAY	0.00	4.00	☑	1983: 4" P401
1/1/1980	IMPORTED	BUILT	0.00	11.00	☑	1980: 11" P211

Network: SARASOTA/BRADE **Branch:** TW R TAXIWAY R **Section:** 1840 **Surface:**AAC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 107.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 11151.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1993	IMPORTED	OVERLAY	0.00	0.00	☑	EXISTING PAVEMENT
1/1/1983	IMPORTED	BUILT	0.00	2.00	☑	1983: 2" P401 AC OVERLAY

Network: SARASOTA/BRADE **Branch:** TW R TAXIWAY R **Section:** 1845 **Surface:**AAC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 136.00 (Ft) **True Area:** 31533.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	BUILT	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1993	IMPORTED	OVERLAY	0.00	0.00	☑	EXISTING PAVEMENT

Network: SARASOTA/BRADE **Branch:** TW R TAXIWAY R **Section:** 1850 **Surface:**AAC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 111.00 (Ft) **True Area:** 10853.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	BUILT	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1993	IMPORTED	OVERLAY	0.00	0.00	☑	EXISTING PAVEMENT

Network: SARASOTA/BRADE **Branch:** TW R TAXIWAY R **Section:** 1860 **Surface:**AAC

L.C.D. 1/1/1983 **Use:** TAXIWAY **Rank:** P **Length:** 215.00 (Ft) **Width:** 230.00 (Ft) **True Area:** 24275.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1983	IMPORTED	BUILT	0.00	5.00	☑	1983: 5" P-401 - ASSUME THIS IS AN OVERLAY ON EXISTING AC

Network: SARASOTA/BRADE **Branch:** TW T1 TAXIWAY T1 **Section:** 2005 **Surface:**AC

L.C.D. 12/25/199 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 18726.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1998	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW T2 TAXIWAY T2 **Section:** 2010 **Surface:**AC

L.C.D. 12/25/199 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 6382.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1998	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	52	4,832,020.00	4.44	4.85
Complete Reconstruction - AC	3	236,607.00	0.00	0.00
MILL and OVERLAY	37	2,995,244.00	0.00	0.00
New Construction - AC	26	1,574,415.00	0.00	0.00
New Construction - Initial	13	960,516.00	0.00	0.00
New Construction - PCC	3	378,550.00	0.00	0.00
OVERLAY	77	7,369,092.00	2.88	1.75
Seal Coat	1	168,433.00	0.00	0.00
Surface Treatment - Seal Coat	2	144,403.00	0.00	0.00

Branch Condition Report

Pavement Database: FDOT

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
AP E	1	65.00	60.00	3,900.00	APRON	26.00	0.00	26.00
AP TERM	6	6,079.00	236.33	1,627,233.00	APRON	94.50	4.75	96.39
AP W	1	95.00	70.00	6,650.00	APRON	94.00	0.00	94.00
RW 14-32	14	17,500.00	87.50	1,425,000.00	RUNWAY	85.29	3.19	85.09
RW 4-22	2	9,718.00	75.00	728,746.00	RUNWAY	88.00	0.00	88.00
TL AP W	1	2,600.00	75.00	100,722.00	TAXILANE	91.00	0.00	91.00
TL NE	4	6,240.00	21.25	157,248.00	TAXILANE	88.75	8.58	86.78
TW A	9	9,822.00	87.67	854,527.00	TAXIWAY	78.89	4.48	78.04
TW A1	1	240.00	140.00	38,481.00	TAXIWAY	83.00	0.00	83.00
TW A10	1	240.00	140.00	38,539.00	TAXIWAY	88.00	0.00	88.00
TW A2	1	271.00	90.00	35,555.00	TAXIWAY	69.00	0.00	69.00
TW A3	2	447.00	112.00	54,195.00	TAXIWAY	82.00	2.00	81.17
TW A4	1	287.50	90.00	38,808.00	TAXIWAY	61.00	0.00	61.00
TW A7	1	281.00	95.00	35,813.00	TAXIWAY	65.00	0.00	65.00
TW A8	1	272.50	90.00	31,777.00	TAXIWAY	89.00	0.00	89.00
TW A9	2	437.50	69.00	35,876.00	TAXIWAY	74.50	2.50	73.51
TW AP DO	2	420.00	55.00	27,073.00	TAXIWAY	78.00	10.00	78.74
TW AP E	1	558.00	50.00	29,806.00	TAXIWAY	64.00	0.00	64.00
TW B	7	5,055.50	74.86	443,553.00	TAXIWAY	73.43	17.88	67.85
TW B1	2	291.00	80.00	31,490.00	TAXIWAY	86.00	6.00	85.00
TW C	5	9,845.00	72.00	652,978.00	TAXIWAY	75.00	13.21	67.40
TW C1	1	355.00	80.00	32,704.00	TAXIWAY	67.00	0.00	67.00
TW C2	1	295.00	100.00	36,914.00	TAXIWAY	69.00	0.00	69.00
TW C3	1	294.00	100.00	35,788.00	TAXIWAY	77.00	0.00	77.00
TW C4	1	395.00	80.00	37,673.00	TAXIWAY	76.00	0.00	76.00
TW D	5	4,738.00	79.00	346,770.00	TAXIWAY	79.80	11.57	80.78
TW E	1	956.00	60.00	90,559.00	TAXIWAY	69.00	0.00	69.00
TW F	6	4,373.00	74.00	282,613.00	TAXIWAY	73.50	11.90	73.78
TW G	1	1,127.00	50.00	75,944.00	TAXIWAY	78.00	0.00	78.00
TW H	2	1,449.00	72.50	110,395.00	TAXIWAY	87.50	6.50	83.94
TW J	2	1,456.00	80.50	131,786.00	TAXIWAY	74.00	4.00	73.36
TW R	6	1,062.00	128.67	141,277.00	TAXIWAY	58.00	7.79	57.85
TW T1	1	170.00	95.00	18,726.00	TAXIWAY	68.00	0.00	68.00
TW T2	1	170.00	30.00	6,382.00	TAXIWAY	74.00	0.00	74.00

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	8	1,637,783.00	85.88	23.00	96.21
RUNWAY	16	2,153,746.00	85.63	3.12	86.07
TAXILANE	5	257,970.00	89.20	7.73	88.43
TAXIWAY	65	3,696,002.00	74.58	11.99	73.42
ALL	94	7,745,501.00	78.20	13.38	82.26

Pavement Database: FDOT *NetworkId: SRQ*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4210	12/25/1994	PCC	APRON	P	0	3,900.00	10/22/2018	24	26
AP TERM	4105	1/1/1989	PCC	APRON	P	0	685,188.00	10/22/2018	29	97
AP TERM	4110	1/1/1983	PCC	APRON	P	0	422,965.00	10/22/2018	35	96
AP TERM	4115	1/1/1989	PCC	APRON	P	0	35,200.00	10/22/2018	29	100
AP TERM	4120	1/1/1989	PCC	APRON	P	0	70,800.00	10/22/2018	29	88
AP TERM	4125	1/1/1989	PCC	APRON	P	0	45,080.00	10/22/2018	29	88
AP TERM	4130	1/1/1984	PCC	APRON	P	0	368,000.00	10/22/2018	34	98
AP W	4610	12/25/1998	PCC	APRON	P	0	6,650.00	10/22/2018	20	94
RW 14-32	6102	1/1/2001	AC	RUNWAY	P	0	115,000.00	10/22/2018	17	83
RW 14-32	6105	1/1/2007	AAC	RUNWAY	P	0	100,000.00	10/22/2018	11	84
RW 14-32	6108	1/1/2001	AC	RUNWAY	P	0	57,500.00	10/22/2018	17	82
RW 14-32	6110	1/1/2007	AAC	RUNWAY	P	0	50,000.00	10/22/2018	11	81
RW 14-32	6115	1/1/2007	AAC	RUNWAY	P	0	50,000.00	10/22/2018	11	86
RW 14-32	6120	1/1/2007	AAC	RUNWAY	P	0	25,000.00	10/22/2018	11	82
RW 14-32	6125	1/1/2007	AAC	RUNWAY	P	0	400,500.00	10/22/2018	11	85
RW 14-32	6130	1/1/2007	AAC	RUNWAY	P	0	200,250.00	10/22/2018	11	82
RW 14-32	6135	1/1/2007	AAC	RUNWAY	P	0	50,000.00	10/22/2018	11	87
RW 14-32	6140	1/1/2007	AAC	RUNWAY	P	0	25,000.00	10/22/2018	11	86
RW 14-32	6145	1/1/2007	AAC	RUNWAY	P	0	100,000.00	10/22/2018	11	86
RW 14-32	6150	1/1/2007	AAC	RUNWAY	P	0	50,000.00	10/22/2018	11	88
RW 14-32	6155	1/1/2001	AC	RUNWAY	P	0	134,500.00	10/22/2018	17	89
RW 14-32	6160	1/1/2001	AC	RUNWAY	P	0	67,250.00	10/22/2018	17	93
RW 4-22	6205	1/1/2010	AAC	RUNWAY	P	0	485,831.00	10/22/2018	8	88
RW 4-22	6210	1/1/2010	AAC	RUNWAY	P	0	242,915.00	10/22/2018	8	88
TL AP W	4605	12/25/1998	AC	TAXILANE	T	0	100,722.00	10/22/2018	20	91
TL NE	3005	12/25/2006	AC	TAXILANE	P	0	55,325.00	10/22/2018	12	94

TL NE	3010	12/25/2003	AAC	TAXILANE	P	0	43,681.00	10/22/2018	15	79
TL NE	3015	6/1/2018	AC	TAXILANE	P	0	12,142.00	6/1/2018	0	100
TL NE	3020	12/25/1998	AC	TAXILANE	P	0	46,100.00	10/22/2018	20	82
TW A	103	1/1/2001	AC	TAXIWAY	P	0	110,514.00	10/22/2018	17	71
TW A	105	1/1/2010	AAC	TAXIWAY	P	0	123,186.00	10/22/2018	8	74
TW A	110	1/1/2010	AAC	TAXIWAY	P	0	119,270.00	10/22/2018	8	78
TW A	115	1/1/2010	AAC	TAXIWAY	P	0	20,371.00	10/22/2018	8	80
TW A	120	1/1/2010	AAC	TAXIWAY	P	0	193,796.00	10/22/2018	8	79
TW A	125	1/1/2010	AAC	TAXIWAY	P	0	102,225.00	10/22/2018	8	77
TW A	126	1/1/2001	AC	TAXIWAY	P	0	30,753.00	10/22/2018	17	80
TW A	128	1/1/2002	AC	TAXIWAY	P	0	124,368.00	10/22/2018	16	85
TW A	195	1/1/2001	AC	TAXIWAY	P	0	30,044.00	10/22/2018	17	86
TW A1	190	1/1/2002	AC	TAXIWAY	P	0	38,481.00	10/22/2018	16	83
TW A10	127	1/1/2001	AC	TAXIWAY	P	0	38,539.00	10/22/2018	17	88
TW A2	185	1/1/1993	AAC	TAXIWAY	P	0	35,555.00	10/22/2018	25	69
TW A3	175	1/1/2010	AAC	TAXIWAY	P	0	38,350.00	10/22/2018	8	80
TW A3	180	1/1/2010	AAC	TAXIWAY	P	0	15,845.00	10/22/2018	8	84
TW A4	170	1/1/2010	AAC	TAXIWAY	P	0	38,808.00	10/22/2018	8	61
TW A7	155	1/1/2010	AAC	TAXIWAY	P	0	35,813.00	10/22/2018	8	65
TW A8	145	1/1/2010	AAC	TAXIWAY	P	0	31,777.00	10/22/2018	8	89
TW A9	130	1/1/2010	AAC	TAXIWAY	P	0	10,830.00	10/22/2018	8	77
TW A9	135	1/1/2001	AAC	TAXIWAY	P	0	25,046.00	10/22/2018	17	72
TW AP DOLP	122	1/1/1993	AC	TAXIWAY	P	0	12,538.00	10/22/2018	25	68
TW AP DOLP	124	1/1/1993	AAC	TAXIWAY	P	0	14,535.00	10/22/2018	25	88
TW AP E	602	1/1/1980	AC	TAXIWAY	P	0	29,806.00	10/22/2018	38	64
TW B	203	1/1/2010	AAC	TAXIWAY	P	0	23,710.00	10/22/2018	8	94
TW B	205	1/1/1977	AAC	TAXIWAY	P	0	7,200.00	10/22/2018	41	64
TW B	210	1/1/1977	AAC	TAXIWAY	P	0	168,433.00	10/22/2018	41	41

TW B	211	12/25/2002	AC	TAXIWAY	P	0	12,058.00	10/22/2018	16	59
TW B	215	1/1/2010	AAC	TAXIWAY	P	0	26,159.00	10/22/2018	8	90
TW B	225	11/14/2011	AC	TAXIWAY	P	0	186,792.00	10/22/2018	7	85
TW B	230	1/1/2010	AAC	TAXIWAY	P	0	19,201.00	10/22/2018	8	81
TW B1	260	12/25/2005	AC	TAXIWAY	P	0	18,379.00	10/22/2018	13	80
TW B1	265	1/1/2010	AAC	TAXIWAY	P	0	13,111.00	10/22/2018	8	92
TW C	303	12/25/2002	AC	TAXIWAY	P	0	191,641.00	10/22/2018	16	74
TW C	305	12/25/2002	AAC	TAXIWAY	P	0	88,506.00	10/22/2018	16	58
TW C	320	1/1/2010	AAC	TAXIWAY	P	0	13,872.00	10/22/2018	8	85
TW C	330	1/1/2010	AAC	TAXIWAY	P	0	18,094.00	10/22/2018	8	94
TW C	335	12/25/2004	AC	TAXIWAY	P	0	340,865.00	10/22/2018	14	64
TW C1	345	12/25/2004	AC	TAXIWAY	P	0	32,704.00	10/22/2018	14	67
TW C2	340	12/25/2004	AC	TAXIWAY	P	0	36,914.00	10/22/2018	14	69
TW C3	315	12/25/2002	AC	TAXIWAY	P	0	35,788.00	10/22/2018	16	77
TW C4	310	12/25/2002	AC	TAXIWAY	P	0	37,673.00	10/22/2018	16	76
TW D	405	1/1/2001	AC	TAXIWAY	P	0	88,300.00	10/22/2018	17	77
TW D	415	1/1/2010	AAC	TAXIWAY	P	0	24,545.00	10/22/2018	8	88
TW D	425	12/25/2010	AAC	TAXIWAY	P	0	32,831.00	10/22/2018	8	94
TW D	430	12/25/2004	AC	TAXIWAY	P	0	195,052.00	10/22/2018	14	80
TW D	435	1/1/1992	AC	TAXIWAY	P	0	6,042.00	10/22/2018	26	60
TW E	505	12/25/2004	AC	TAXIWAY	P	0	90,559.00	10/22/2018	14	69
TW F	605	1/1/2010	AAC	TAXIWAY	P	0	21,519.00	10/22/2018	8	83
TW F	610	1/1/1993	AAC	TAXIWAY	P	0	94,932.00	10/22/2018	25	63
TW F	625	12/25/2004	AC	TAXIWAY	P	0	25,498.00	10/22/2018	14	57
TW F	630	12/25/2010	AAC	TAXIWAY	P	0	110,224.00	10/22/2018	8	84
TW F	635	12/25/2005	AC	TAXIWAY	P	0	16,460.00	10/22/2018	13	88
TW F	645	12/25/2004	AC	TAXIWAY	P	0	13,980.00	10/22/2018	14	66
TW G	705	12/25/2010	AC	TAXIWAY	P	0	75,944.00	10/22/2018	8	78

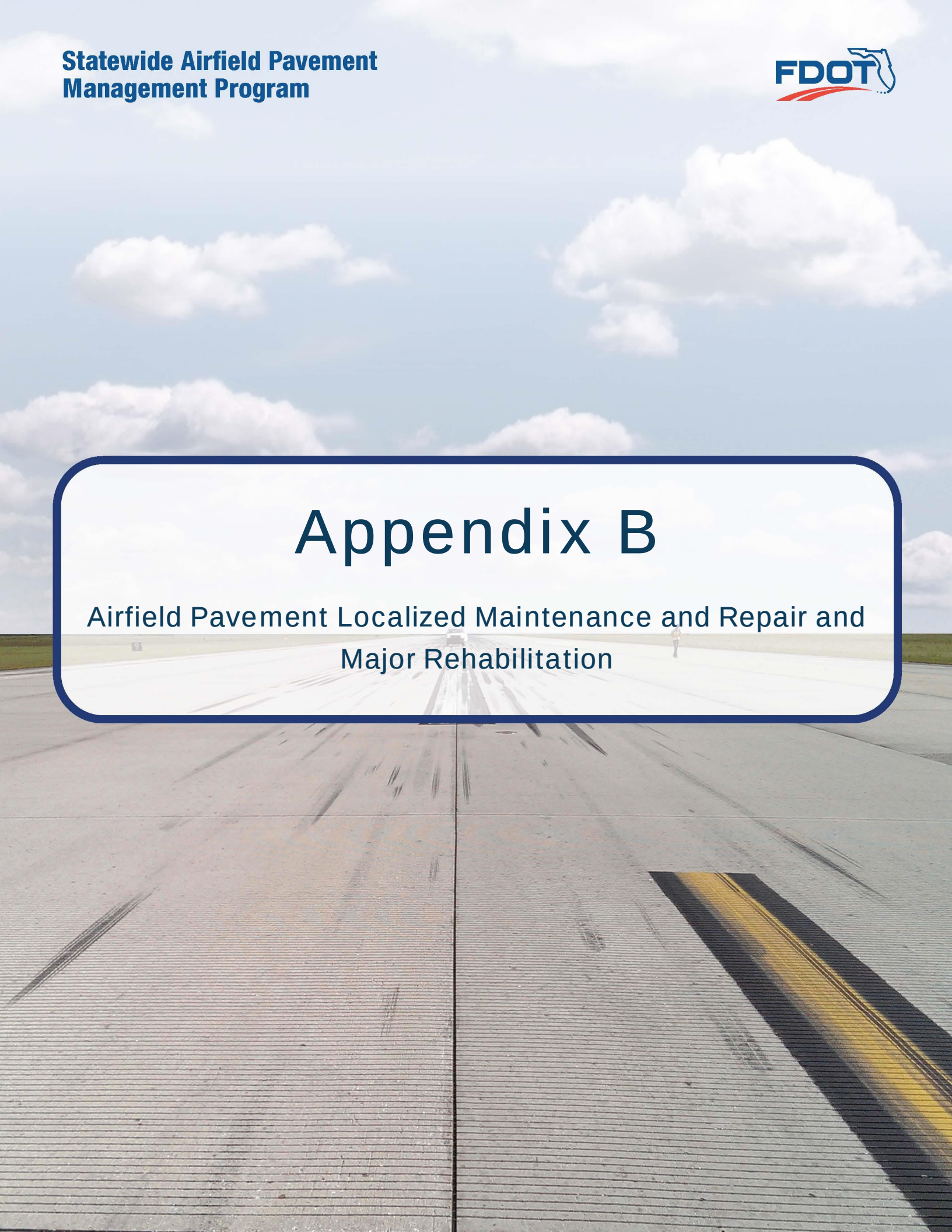
TW H	805	12/25/2005	AC	TAXIWAY	P	0	85,417.00	10/22/2018	13	81
TW H	810	1/1/2010	AAC	TAXIWAY	P	0	24,978.00	10/22/2018	8	94
TW J	1005	12/25/2005	AC	TAXIWAY	P	0	76,394.00	10/22/2018	13	70
TW J	1010	12/25/2013	AC	TAXIWAY	P	0	55,392.00	10/22/2018	5	78
TW R	1825	1/1/1993	AAC	TAXIWAY	P	0	44,574.00	10/22/2018	25	61
TW R	1835	1/1/1993	AAC	TAXIWAY	P	0	18,891.00	10/22/2018	25	65
TW R	1840	1/1/1993	AAC	TAXIWAY	P	0	11,151.00	10/22/2018	25	66
TW R	1845	1/1/1993	AAC	TAXIWAY	P	0	31,533.00	10/22/2018	25	59
TW R	1850	1/1/1993	AAC	TAXIWAY	P	0	10,853.00	10/22/2018	25	54
TW R	1860	1/1/1983	AAC	TAXIWAY	P	0	24,275.00	10/22/2018	35	43
TW T1	2005	12/25/1998	AC	TAXIWAY	P	0	18,726.00	10/22/2018	20	68
TW T2	2010	12/25/1998	AC	TAXIWAY	P	0	6,382.00	10/22/2018	20	74

Pavement Database: FDOT

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		12,142.00	1	100.00	0.00	100.00
03-05	5	55,392.00	1	78.00	0.00	78.00
06-10	8	2,049,997.00	26	83.15	8.28	83.31
11-15	12	2,081,978.00	23	78.74	9.30	78.47
16-20	17	1,404,541.00	22	79.18	9.59	79.81
21-25	25	278,462.00	10	61.90	14.69	63.91
26-30	28	842,310.00	5	86.60	14.14	95.62
31-35	35	815,240.00	3	79.00	25.47	95.32
36-40	38	29,806.00	1	64.00	0.00	64.00
41-50	41	175,633.00	2	52.50	11.50	41.94
ALL	16	7,745,501.00	94	78.20	13.38	82.26

Statewide Airfield Pavement Management Program

FDOT



Appendix B

Airfield Pavement Localized Maintenance and Repair and Major Rehabilitation

Table B-1 Localized Maintenance and Repair Needs based on Current Condition

Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
SRQ	AP E	4210	62	CORNER BREAK	Low	3.36	Slabs	16.0%	FDOT - CRACK SEALING - PCC	27.6	Ft	$ 4.25	$ 120.00
SRQ	AP E	4210	63	LINEAR CR	Medium	1.68	Slabs	8.0%	FDOT - CRACK SEALING - PCC	22.6	Ft	$ 4.25	$ 100.00
SRQ	AP E	4210	65	JT SEAL DMG	High	21	Slabs	100.0%	FDOT - JOINT SEAL - PCC	452.8	Ft	$ 2.75	$ 1,250.00
SRQ	AP E	4210	72	SHAT. SLAB	Low	3.36	Slabs	16.0%	FDOT - CRACK SEALING - PCC	90.9	Ft	$ 4.25	$ 390.00
SRQ	AP E	4210	72	SHAT. SLAB	Medium	0.84	Slabs	4.0%	FDOT - SLAB REPLACEMENT - PCC	152.9	SqFt	$ 30.00	$ 4,600.00
SRQ	AP E	4210	74	JOINT SPALL	Low	0.84	Slabs	4.0%	FDOT - CRACK SEALING - PCC	1.3	Ft	$ 4.25	$ 10.00
SRQ	AP E	4210	74	JOINT SPALL	Medium	5.04	Slabs	24.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	32.3	SqFt	$ 72.00	$ 2,350.00
SRQ	AP E	4210	74	JOINT SPALL	High	1.68	Slabs	8.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	14	SqFt	$ 72.00	$ 980.00
SRQ	AP E	4210	75	CORNER SPALL	High	0.84	Slabs	4.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	2.2	SqFt	$ 72.00	$ 170.00
SRQ	AP TERM	4105	65	JT SEAL DMG	Low	677.96	Slabs	20.4%	FDOT - JOINT SEAL - PCC	24692.9	Ft	$ 2.75	$ 67,910.00
SRQ	AP TERM	4105	65	JT SEAL DMG	Medium	325.42	Slabs	9.8%	FDOT - JOINT SEAL - PCC	11852.7	Ft	$ 2.75	$ 32,600.00
SRQ	AP TERM	4105	74	JOINT SPALL	Low	27.12	Slabs	0.8%	FDOT - CRACK SEALING - PCC	44.6	Ft	$ 4.25	$ 190.00
SRQ	AP TERM	4105	74	JOINT SPALL	Medium	13.56	Slabs	0.4%	FDOT - PATCHING - PCC PARTIAL DEPTH	87.2	SqFt	$ 72.00	$ 6,310.00
SRQ	AP TERM	4105	75	CORNER SPALL	Medium	13.56	Slabs	0.4%	FDOT - PATCHING - PCC PARTIAL DEPTH	36.6	SqFt	$ 72.00	$ 2,630.00
SRQ	AP TERM	4110	65	JT SEAL DMG	Low	222.06	Slabs	21.0%	FDOT - JOINT SEAL - PCC	8432.1	Ft	$ 2.75	$ 23,190.00
SRQ	AP TERM	4110	65	JT SEAL DMG	Medium	213.18	Slabs	20.2%	FDOT - JOINT SEAL - PCC	8094.8	Ft	$ 2.75	$ 22,270.00
SRQ	AP TERM	4120	66	SMALL PATCH	Medium	11.06	Slabs	6.3%	FDOT - PATCHING - PCC PARTIAL DEPTH	30.1	SqFt	$ 72.00	$ 2,150.00
SRQ	AP TERM	4120	74	JOINT SPALL	Medium	3.69	Slabs	2.1%	FDOT - PATCHING - PCC PARTIAL DEPTH	23.7	SqFt	$ 72.00	$ 1,720.00
SRQ	AP TERM	4120	75	CORNER SPALL	Medium	3.69	Slabs	2.1%	FDOT - PATCHING - PCC PARTIAL DEPTH	9.7	SqFt	$ 72.00	$ 720.00
SRQ	AP TERM	4125	74	JOINT SPALL	Medium	4.56	Slabs	2.1%	FDOT - PATCHING - PCC PARTIAL DEPTH	29.1	SqFt	$ 72.00	$ 2,130.00
SRQ	AP TERM	4130	74	JOINT SPALL	Low	23	Slabs	2.5%	FDOT - CRACK SEALING - PCC	37.7	Ft	$ 4.25	$ 170.00
SRQ	AP W	4610	65	JT SEAL DMG	Low	74	Slabs	100.0%	FDOT - JOINT SEAL - PCC	1238.9	Ft	$ 2.75	$ 3,410.00
SRQ	AP W	4610	75	CORNER SPALL	Low	2.64	Slabs	3.6%	FDOT - CRACK SEALING - PCC	4.3	Ft	$ 4.25	$ 20.00
SRQ	RW 14-32	6102	52	RAVELING	Low	5749.97	SqFt	5.0%	FDOT - SURFACE SEAL	5750.1	SqFt	$ 0.55	$ 3,170.00
SRQ	RW 14-32	6105	48	L & T CR	Medium	160.01	Ft	0.2%	FDOT - CRACK SEALING - AC	160.1	Ft	$ 3.00	$ 480.00
SRQ	RW 14-32	6108	52	RAVELING	Low	5749.97	SqFt	10.0%	FDOT - SURFACE SEAL	5750.1	SqFt	$ 0.55	$ 3,170.00
SRQ	RW 14-32	6115	52	RAVELING	Low	250.05	SqFt	0.5%	FDOT - SURFACE SEAL	249.7	SqFt	$ 0.55	$ 140.00
SRQ	RW 14-32	6125	48	L & T CR	Medium	250.33	Ft	0.1%	FDOT - CRACK SEALING - AC	250.3	Ft	$ 3.00	$ 760.00
SRQ	RW 14-32	6125	52	RAVELING	Low	375.45	SqFt	0.1%	FDOT - SURFACE SEAL	375.7	SqFt	$ 0.55	$ 210.00
SRQ	RW 14-32	6155	52	RAVELING	Low	806.97	SqFt	0.6%	FDOT - SURFACE SEAL	807.3	SqFt	$ 0.55	$ 450.00
SRQ	RW 4-22	6205	52	RAVELING	Low	121.42	SqFt	0.0%	FDOT - SURFACE SEAL	121.6	SqFt	$ 0.55	$ 70.00
SRQ	TL NE	3010	45	DEPRESSION	Low	54.25	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	88.3	SqFt	$ 12.50	$ 1,100.00
SRQ	TL NE	3010	52	RAVELING	Low	16796.87	SqFt	38.5%	FDOT - SURFACE SEAL	16797.1	SqFt	$ 0.55	$ 9,240.00
SRQ	TW A	103	41	ALLIGATOR CR	Low	1469.6	SqFt	1.3%	FDOT - PATCHING - AC FULL DEPTH	1627.5	SqFt	$ 12.50	$ 20,350.00
SRQ	TW A	103	52	RAVELING	Low	4864.43	SqFt	4.4%	FDOT - SURFACE SEAL	4864.2	SqFt	$ 0.55	$ 2,680.00
SRQ	TW A	105	52	RAVELING	Low	6225.31	SqFt	5.1%	FDOT - SURFACE SEAL	6225.9	SqFt	$ 0.55	$ 3,430.00
SRQ	TW A	126	52	RAVELING	Low	3075.25	SqFt	10.0%	FDOT - SURFACE SEAL	3075.3	SqFt	$ 0.55	$ 1,700.00

Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
SRQ	TWA	128	52	RAVELING	Low	5047.31	SqFt	4.1%	FDOT - SURFACE SEAL	5047.2	SqFt	$ 0.55	$ 2,780.00
SRQ	TWA	195	52	RAVELING	Low	599.77	SqFt	2.0%	FDOT - SURFACE SEAL	599.6	SqFt	$ 0.55	$ 330.00
SRQ	TWA1	190	52	RAVELING	Low	1924.05	SqFt	5.0%	FDOT - SURFACE SEAL	1924.6	SqFt	$ 0.55	$ 1,060.00
SRQ	TWA10	127	52	RAVELING	Low	1930.4	SqFt	5.0%	FDOT - SURFACE SEAL	1930	SqFt	$ 0.55	$ 1,070.00
SRQ	TWA2	185	48	L & T CR	Medium	347.9	Ft	1.0%	FDOT - CRACK SEALING - AC	347.8	Ft	$ 3.00	$ 1,050.00
SRQ	TWA2	185	52	RAVELING	Low	1774.32	SqFt	5.0%	FDOT - SURFACE SEAL	1773.9	SqFt	$ 0.55	$ 980.00
SRQ	TWA4	170	48	L & T CR	Medium	96.29	Ft	0.3%	FDOT - CRACK SEALING - AC	96.5	Ft	$ 3.00	$ 290.00
SRQ	TWA9	130	52	RAVELING	Low	216.79	SqFt	2.0%	FDOT - SURFACE SEAL	216.4	SqFt	$ 0.55	$ 120.00
SRQ	TWA9	135	52	RAVELING	Low	3755.21	SqFt	15.0%	FDOT - SURFACE SEAL	3755.5	SqFt	$ 0.55	$ 2,070.00
SRQ	TWAP DOLP	122	41	ALLIGATOR CR	Low	38.53	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	67.8	SqFt	$ 12.50	$ 850.00
SRQ	TWAP E	602	50	PATCHING	Medium	1568.73	SqFt	5.3%	FDOT - PATCHING - AC FULL DEPTH	1731.9	SqFt	$ 12.50	$ 21,660.00
SRQ	TWAP E	602	52	RAVELING	Low	28237.29	SqFt	94.7%	FDOT - SURFACE SEAL	28237	SqFt	$ 0.55	$ 15,540.00
SRQ	TWB	205	52	RAVELING	Low	7199.98	SqFt	100.0%	FDOT - SURFACE SEAL	7200	SqFt	$ 0.55	$ 3,970.00
SRQ	TWB	210	43	BLOCK CR	Medium	14825.13	SqFt	8.8%	FDOT - CRACK SEALING - AC	4518.7	Ft	$ 3.00	$ 13,560.00
SRQ	TWB	210	45	DEPRESSION	Low	49.84	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	81.8	SqFt	$ 12.50	$ 1,030.00
SRQ	TWB	210	48	L & T CR	Medium	14343.37	Ft	8.5%	FDOT - CRACK SEALING - AC	14343.5	Ft	$ 3.00	$ 43,040.00
SRQ	TWB	210	52	RAVELING	Low	5680.87	SqFt	3.4%	FDOT - SURFACE SEAL	5681.2	SqFt	$ 0.55	$ 3,130.00
SRQ	TWB	211	48	L & T CR	Medium	105.87	Ft	0.9%	FDOT - CRACK SEALING - AC	106	Ft	$ 3.00	$ 320.00
SRQ	TWB	211	52	RAVELING	Low	1323.53	SqFt	11.0%	FDOT - SURFACE SEAL	1324	SqFt	$ 0.55	$ 730.00
SRQ	TWB	211	52	RAVELING	Medium	1058.85	SqFt	8.8%	FDOT - PATCHING - AC PARTIAL DEPTH	1059.2	SqFt	$ 5.50	$ 5,830.00
SRQ	TWB	215	52	RAVELING	Low	523.23	SqFt	2.0%	FDOT - SURFACE SEAL	523.1	SqFt	$ 0.55	$ 290.00
SRQ	TWB1	260	52	RAVELING	Low	1837.51	SqFt	10.0%	FDOT - SURFACE SEAL	1837.4	SqFt	$ 0.55	$ 1,020.00
SRQ	TWC	303	45	DEPRESSION	Medium	72.01	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	109.8	SqFt	$ 12.50	$ 1,380.00
SRQ	TWC	303	52	RAVELING	Low	22124.46	SqFt	11.5%	FDOT - SURFACE SEAL	22124.1	SqFt	$ 0.55	$ 12,170.00
SRQ	TWC	305	41	ALLIGATOR CR	Low	197.3	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	258.3	SqFt	$ 12.50	$ 3,230.00
SRQ	TWC	305	41	ALLIGATOR CR	Medium	63.61	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	100.1	SqFt	$ 12.50	$ 1,250.00
SRQ	TWC	305	50	PATCHING	High	89.13	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	131.3	SqFt	$ 12.50	$ 1,640.00
SRQ	TWC	305	52	RAVELING	Low	7630	SqFt	8.6%	FDOT - SURFACE SEAL	7630.5	SqFt	$ 0.55	$ 4,200.00
SRQ	TWC	305	52	RAVELING	Medium	8514.58	SqFt	9.6%	FDOT - PATCHING - AC PARTIAL DEPTH	8514.3	SqFt	$ 5.50	$ 46,840.00
SRQ	TWC	305	52	RAVELING	High	394.5	SqFt	0.5%	FDOT - PATCHING - AC PARTIAL DEPTH	395	SqFt	$ 5.50	$ 2,180.00
SRQ	TWC	320	52	RAVELING	Low	346.92	SqFt	2.5%	FDOT - SURFACE SEAL	346.6	SqFt	$ 0.55	$ 200.00
SRQ	TWC	335	48	L & T CR	Medium	4638.35	Ft	1.4%	FDOT - CRACK SEALING - AC	4638.5	Ft	$ 3.00	$ 13,920.00
SRQ	TWC	335	52	RAVELING	Low	340864.95	SqFt	100.0%	FDOT - SURFACE SEAL	340865.1	SqFt	$ 0.55	$ 187,480.00
SRQ	TWC1	345	52	RAVELING	Low	32703.99	SqFt	100.0%	FDOT - SURFACE SEAL	32704	SqFt	$ 0.55	$ 17,990.00
SRQ	TWC2	340	52	RAVELING	Low	36913.97	SqFt	100.0%	FDOT - SURFACE SEAL	36913.8	SqFt	$ 0.55	$ 20,310.00
SRQ	TWC3	315	52	RAVELING	Low	3578.78	SqFt	10.0%	FDOT - SURFACE SEAL	3579	SqFt	$ 0.55	$ 1,970.00
SRQ	TWC4	310	52	RAVELING	Low	7785.75	SqFt	20.7%	FDOT - SURFACE SEAL	7785.5	SqFt	$ 0.55	$ 4,290.00
SRQ	TWD	405	52	RAVELING	Low	26489.98	SqFt	30.0%	FDOT - SURFACE SEAL	26490	SqFt	$ 0.55	$ 14,570.00
SRQ	TWD	415	52	RAVELING	Low	480.5	SqFt	2.0%	FDOT - SURFACE SEAL	480.1	SqFt	$ 0.55	$ 270.00

Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
SRQ	TWD	430	52	RAVELING	Low	12483.34	SqFt	6.4%	FDOT - SURFACE SEAL	12482.9	SqFt	$ 0.55	$ 6,870.00
SRQ	TWD	435	52	RAVELING	Low	3624.96	SqFt	60.0%	FDOT - SURFACE SEAL	3625.3	SqFt	$ 0.55	$ 2,000.00
SRQ	TWD	435	56	SWELLING	Medium	4.95	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	18.3	SqFt	$ 12.50	$ 230.00
SRQ	TWE	505	52	RAVELING	Low	27167.68	SqFt	30.0%	FDOT - SURFACE SEAL	27168.1	SqFt	$ 0.55	$ 14,950.00
SRQ	TWF	610	48	L & T CR	Medium	1107.55	Ft	1.2%	FDOT - CRACK SEALING - AC	1107.6	Ft	$ 3.00	$ 3,330.00
SRQ	TWF	610	52	RAVELING	Low	25948.13	SqFt	27.3%	FDOT - SURFACE SEAL	25948.6	SqFt	$ 0.55	$ 14,280.00
SRQ	TWF	625	45	DEPRESSION	Low	400.63	SqFt	1.6%	FDOT - PATCHING - AC FULL DEPTH	485.5	SqFt	$ 12.50	$ 6,070.00
SRQ	TWF	625	48	L & T CR	Medium	60.1	Ft	0.2%	FDOT - CRACK SEALING - AC	60	Ft	$ 3.00	$ 190.00
SRQ	TWF	625	52	RAVELING	Low	25497.98	SqFt	100.0%	FDOT - SURFACE SEAL	25497.6	SqFt	$ 0.55	$ 14,030.00
SRQ	TWF	635	52	RAVELING	Low	330.45	SqFt	2.0%	FDOT - SURFACE SEAL	330.5	SqFt	$ 0.55	$ 190.00
SRQ	TWF	645	52	RAVELING	Low	10486.2	SqFt	75.0%	FDOT - SURFACE SEAL	10486.2	SqFt	$ 0.55	$ 5,770.00
SRQ	TWG	705	52	RAVELING	Low	24509.53	SqFt	32.3%	FDOT - SURFACE SEAL	24509.4	SqFt	$ 0.55	$ 13,490.00
SRQ	TWH	805	52	RAVELING	Low	6377.08	SqFt	7.5%	FDOT - SURFACE SEAL	6377.6	SqFt	$ 0.55	$ 3,510.00
SRQ	TWJ	1005	52	RAVELING	Low	15276.57	SqFt	20.0%	FDOT - SURFACE SEAL	15276.1	SqFt	$ 0.55	$ 8,410.00
SRQ	TWR	1825	52	RAVELING	Low	4457.44	SqFt	10.0%	FDOT - SURFACE SEAL	4457.3	SqFt	$ 0.55	$ 2,460.00
SRQ	TWR	1825	57	WEATHERING	Medium	40116.56	SqFt	90.0%	FDOT - SURFACE SEAL	40117.1	SqFt	$ 0.55	$ 22,070.00
SRQ	TWR	1835	52	RAVELING	Low	1887.67	SqFt	10.0%	FDOT - SURFACE SEAL	1888	SqFt	$ 0.55	$ 1,040.00
SRQ	TWR	1835	57	WEATHERING	Medium	17003.32	SqFt	90.0%	FDOT - SURFACE SEAL	17003.8	SqFt	$ 0.55	$ 9,360.00
SRQ	TWR	1840	52	RAVELING	Low	1673.79	SqFt	15.0%	FDOT - SURFACE SEAL	1673.8	SqFt	$ 0.55	$ 930.00
SRQ	TWR	1840	57	WEATHERING	Medium	9477.19	SqFt	85.0%	FDOT - SURFACE SEAL	9477.6	SqFt	$ 0.55	$ 5,220.00
SRQ	TWR	1845	56	SWELLING	Medium	1860.22	SqFt	5.9%	FDOT - PATCHING - AC FULL DEPTH	2037.6	SqFt	$ 12.50	$ 25,480.00
SRQ	TWR	1845	57	WEATHERING	Medium	31532.98	SqFt	100.0%	FDOT - SURFACE SEAL	31532.9	SqFt	$ 0.55	$ 17,350.00
SRQ	TWR	1850	57	WEATHERING	Medium	10853.04	SqFt	100.0%	FDOT - SURFACE SEAL	10853.3	SqFt	$ 0.55	$ 5,970.00
SRQ	TWR	1860	52	RAVELING	Low	24274.99	SqFt	100.0%	FDOT - SURFACE SEAL	24274.8	SqFt	$ 0.55	$ 13,360.00
SRQ	TWT1	2005	52	RAVELING	Low	376.52	SqFt	2.0%	FDOT - SURFACE SEAL	376.7	SqFt	$ 0.55	$ 210.00
SRQ	TWT2	2010	52	RAVELING	Low	127.98	SqFt	2.0%	FDOT - SURFACE SEAL	128.1	SqFt	$ 0.55	$ 80.00

Table B-2 10-Year Major Rehabilitation Planning Needs at Section Level

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	SRQ	APE	4210	PCC	3,900	24	PCC Reconstruction	$ 90,000.00
2020	SRQ	TWA4	170	AAC	38,808	59	AC Restoration	$ 427,000.00
2020	SRQ	TWA7	155	AAC	35,813	63	AC Restoration	$ 394,000.00
2020	SRQ	TWAPE	602	AC	29,806	63	AC Restoration	$ 328,000.00
2020	SRQ	TWB	205	AAC	7,200	62	AC Restoration	$ 80,000.00
2020	SRQ	TWB	210	AAC	168,433	38	AC Restoration	$ 2,358,000.00
2020	SRQ	TWB	211	AC	12,058	58	AC Restoration	$ 133,000.00
2020	SRQ	TWC	305	AAC	88,506	57	AC Restoration	$ 974,000.00
2020	SRQ	TWC	335	AC	340,865	63	AC Restoration	$ 3,750,000.00
2020	SRQ	TWD	435	AC	6,042	59	AC Restoration	$ 67,000.00
2020	SRQ	TWF	610	AAC	94,932	61	AC Restoration	$ 1,045,000.00
2020	SRQ	TWF	625	AC	25,498	55	AC Restoration	$ 281,000.00
2020	SRQ	TWR	1825	AAC	44,574	59	AC Restoration	$ 491,000.00
2020	SRQ	TWR	1835	AAC	18,891	63	AC Restoration	$ 208,000.00
2020	SRQ	TWR	1840	AAC	11,151	64	AC Restoration	$ 123,000.00
2020	SRQ	TWR	1845	AAC	31,533	57	AC Restoration	$ 347,000.00
2020	SRQ	TWR	1850	AAC	10,853	53	AC Restoration	$ 120,000.00
2020	SRQ	TWR	1860	AAC	24,275	40	AC Restoration	$ 334,000.00
2021	SRQ	TWF	645	AC	13,980	64	AC Restoration	$ 154,000.00
2022	SRQ	TWA2	185	AAC	35,555	64	AC Restoration	$ 392,000.00
2022	SRQ	TWC1	345	AC	32,704	64	AC Restoration	$ 360,000.00
2023	SRQ	TWAP DOLP	122	AC	12,538	64	AC Restoration	$ 138,000.00
2023	SRQ	TWT1	2005	AC	18,726	64	AC Restoration	$ 206,000.00
2024	SRQ	TWA9	135	AAC	25,046	63	AC Restoration	$ 276,000.00
2024	SRQ	TWC2	340	AC	36,914	64	AC Restoration	$ 407,000.00
2024	SRQ	TWE	505	AC	90,559	64	AC Restoration	$ 997,000.00

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2025	**SRQ**	TWA	105	AAC	123,186	64	AC Restoration	$ 1,356,000.00
2025	**SRQ**	TWJ	1005	AC	76,394	64	AC Restoration	$ 841,000.00
2026	**SRQ**	TWA	103	AC	110,514	64	AC Restoration	$ 1,216,000.00
2026	**SRQ**	TWA	125	AAC	102,225	64	AC Restoration	$ 1,125,000.00
2026	**SRQ**	TWA9	130	AAC	10,830	64	AC Restoration	$ 120,000.00
2027	**SRQ**	RW 14-32	6110	AAC	50,000	64	AC Restoration	$ 550,000.00
2027	**SRQ**	TL NE	3010	AAC	43,681	64	AC Restoration	$ 481,000.00
2027	**SRQ**	TWA	110	AAC	119,270	63	AC Restoration	$ 1,312,000.00
2027	**SRQ**	TWA	120	AAC	193,796	64	AC Restoration	$ 2,132,000.00
2028	**SRQ**	RW 14-32	6120	AAC	25,000	63	AC Restoration	$ 275,000.00
2028	**SRQ**	RW 14-32	6130	AAC	200,250	63	AC Restoration	$ 2,203,000.00
2028	**SRQ**	TWA	115	AAC	20,371	63	AC Restoration	$ 225,000.00
2028	**SRQ**	TWA3	175	AAC	38,350	63	AC Restoration	$ 422,000.00
2028	**SRQ**	TWB	230	AAC	19,201	64	AC Restoration	$ 212,000.00
2028	**SRQ**	TWC	303	AC	191,641	64	AC Restoration	$ 2,108,000.00
2028	**SRQ**	TWT2	2010	AC	6,382	64	AC Restoration	$ 71,000.00
2029	**SRQ**	RW 14-32	6105	AAC	100,000	64	AC Restoration	$ 1,100,000.00
2029	**SRQ**	RW 14-32	6108	AC	57,500	64	AC Restoration	$ 633,000.00
2029	**SRQ**	TWA3	180	AAC	15,845	64	AC Restoration	$ 175,000.00
2029	**SRQ**	TWF	605	AAC	21,519	64	AC Restoration	$ 237,000.00
2029	**SRQ**	TWF	630	AAC	110,224	64	AC Restoration	$ 1,213,000.00

Appendix C

Technical Exhibits

001 - AIRFIELD PAVEMENT
NETWORK DEFINITION EXHIBIT

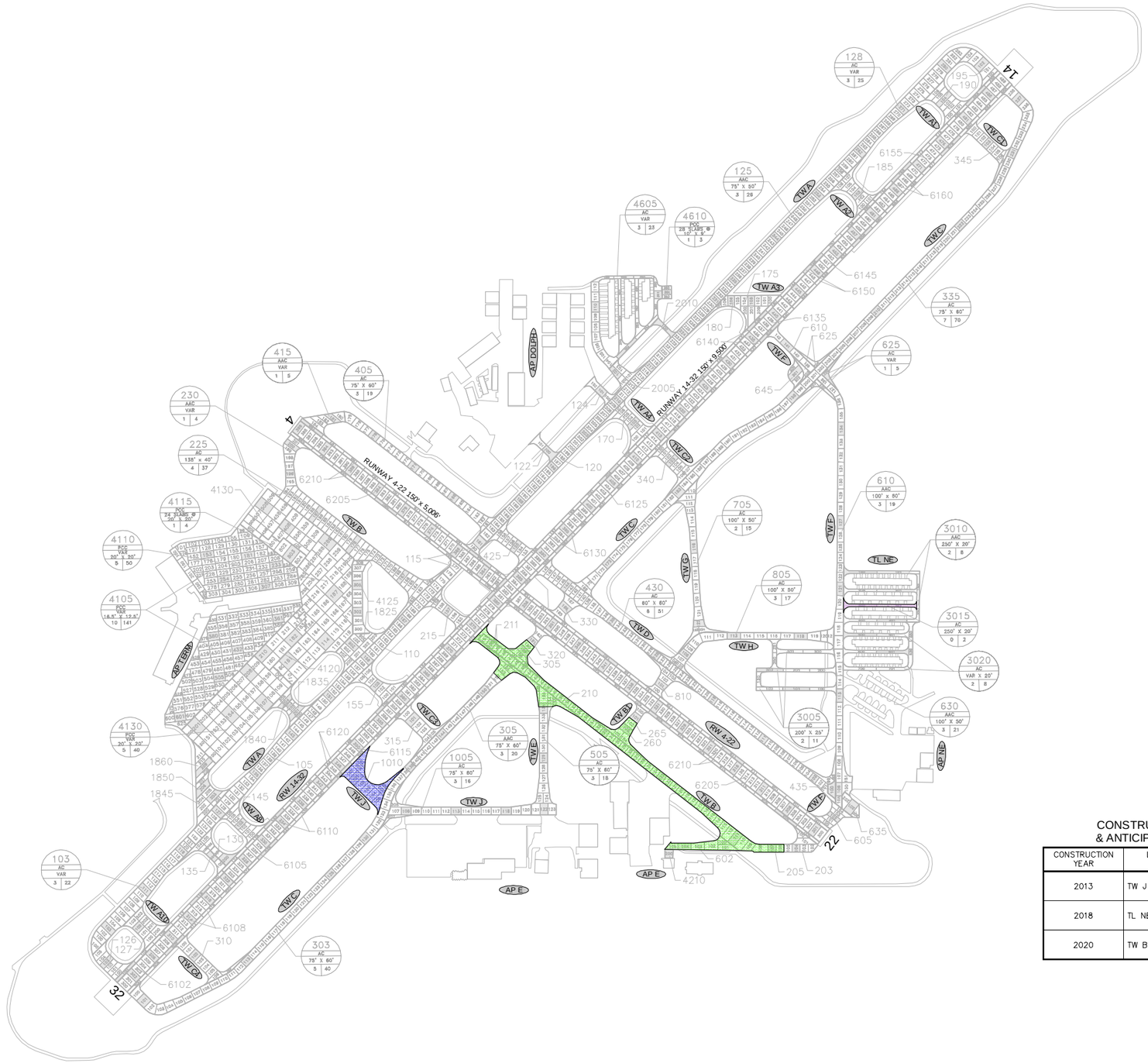
Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

2019

SARASOTA/BRADENTON INTERNATIONAL AIRPORT - SRQ

FDOT



105 AAC VAR 3 27	110 AAC VAR 3 27	115 AAC VAR 1 4	120 AAC 75' X 50' 7 61	122 AC VAR 1 2	124 AAC VAR 1 3	126 AC 110' X 40' 1 6	127 AAC VAR 1 8	130 AAC VAR 1 2	135 AAC VAR 1 6
145 AAC VAR 1 7	155 AAC VAR 1 7	170 AAC VAR 1 8	175 AAC 80' X 50' 1 8	180 AAC VAR 1 4	185 AAC VAR 1 8	190 AAC VAR 1 7	195 AAC VAR 1 5	203 AAC 60' X 60' 1 8	205 AAC 60' X 60' 1 2
210 AAC 60' X 60' 5 44	211 AAC VAR 1 2	215 AAC 75' X 60' 1 6	260 AAC VAR 1 3	265 AAC VAR 1 3	310 AAC 60' X 60' 1 8	315 AAC 100' X 60' 1 8	320 AAC VAR 1 3	330 AAC VAR 1 3	340 AAC 100' X 40' 1 8
345 AAC 60' X 50' 1 8	425 AAC 100' X 40' 1 7	435 AAC VAR 1 1	602 AAC VAR 1 6	605 AAC VAR 1 5	635 AAC VAR 1 3	645 AAC VAR 1 3	810 AAC VAR 1 5	1010 AAC 100' X 60' 1 10	1825 AAC VAR 1 9
1835 AAC VAR 1 4	1840 AAC VAR 1 2	1845 AAC VAR 1 8	1850 AAC VAR 1 3	1860 AAC VAR 1 4	2005 AC VAR 1 4	2010 AC VAR 1 1	4120 POC 24 SLABS @ 20' X 20' 2 8	4125 POC 24 SLABS @ 18.5' X 19.5' 2 9	4210 POC 24 SLABS @ 18.5' X 19.5' 1 1
6102 AAC 100' X 50' 6 23	6105 AAC 100' X 50' 5 30	6108 AAC 200' X 25' 3 12	6110 AAC 200' X 25' 2 10	6115 AAC 100' X 50' 2 10	6120 AAC 200' X 25' 1 4	6125 AAC 100' X 50' 16 80	6130 AAC 200' X 25' 7 40	6135 AAC 100' X 50' 2 10	6140 AAC 200' X 25' 2 8
6145 AAC 100' X 50' 5 20	6150 AAC 200' X 25' 2 10	6155 AC 100' X 50' 5 27	6160 AC 200' X 25' 3 14	6205 AAC 100' X 50' 20 87	6210 AAC 200' X 25' 8 50				

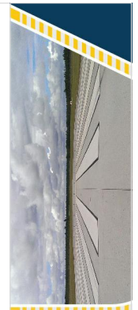
CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2013	TW J	NEW CONSTRUCTION – AC
2018	TL NE	COMPLETE RECONSTRUCTION – AC
2020	TW B	FUTURE REHABILITATION

LEGEND

- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017
- PROJECTS YEAR 2018
- PROJECTS YEAR 2019
- PROJECTS YEAR 2020
- PROJECTS YEAR 2021
- PROJECTS YEAR 2022

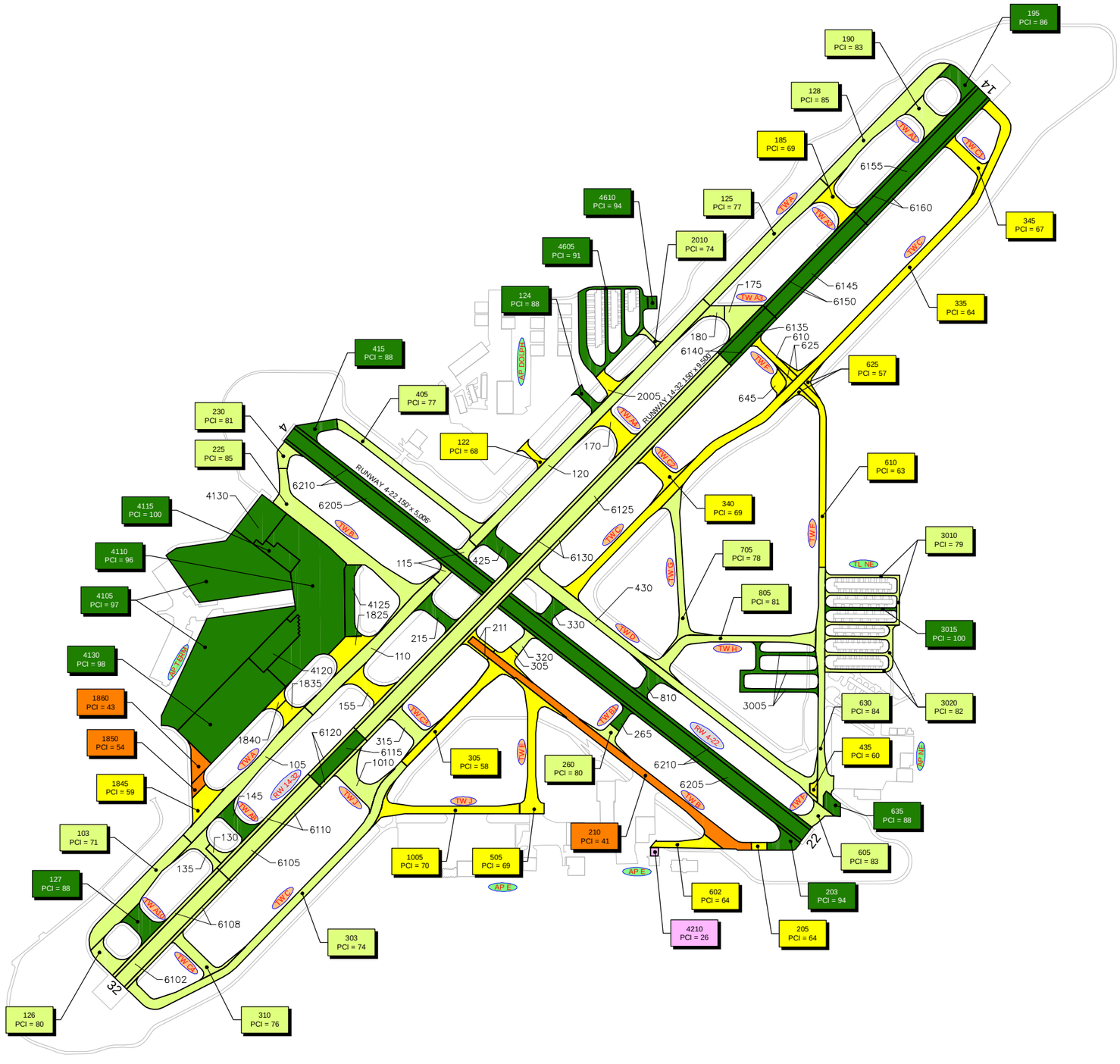
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



002 - AIRFIELD PAVEMENT
SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2019
SARASOTA/BRADENTON INTERNATIONAL AIRPORT - SRQ

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

105 PCI = 74	110 PCI = 78	115 PCI = 80	120 PCI = 79	130 PCI = 77
135 PCI = 72	145 PCI = 89	155 PCI = 65	170 PCI = 61	175 PCI = 80
180 PCI = 84	211 PCI = 59	215 PCI = 90	265 PCI = 92	315 PCI = 77
320 PCI = 85	330 PCI = 94	425 PCI = 94	430 PCI = 80	645 PCI = 66
810 PCI = 94	1010 PCI = 78	1825 PCI = 61	1835 PCI = 65	1840 PCI = 66
2005 PCI = 68	3005 PCI = 94	4120 PCI = 88	4125 PCI = 88	6102 PCI = 83
6105 PCI = 84	6108 PCI = 82	6110 PCI = 81	6115 PCI = 86	6120 PCI = 82
6125 PCI = 85	6130 PCI = 82	6135 PCI = 87	6140 PCI = 86	6145 PCI = 86
6150 PCI = 88	6155 PCI = 89	6160 PCI = 93	6205 PCI = 88	6210 PCI = 88

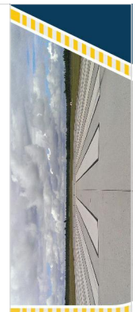
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

- PCI 86–100 GOOD
- PCI 71–85 SATISFACTORY
- PCI 56–70 FAIR
- PCI 41–55 POOR
- PCI 26–40 VERY POOR
- PCI 11–25 SERIOUS
- PCI 0–10 FAILED

"SECTION NO." "PCI NO."

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



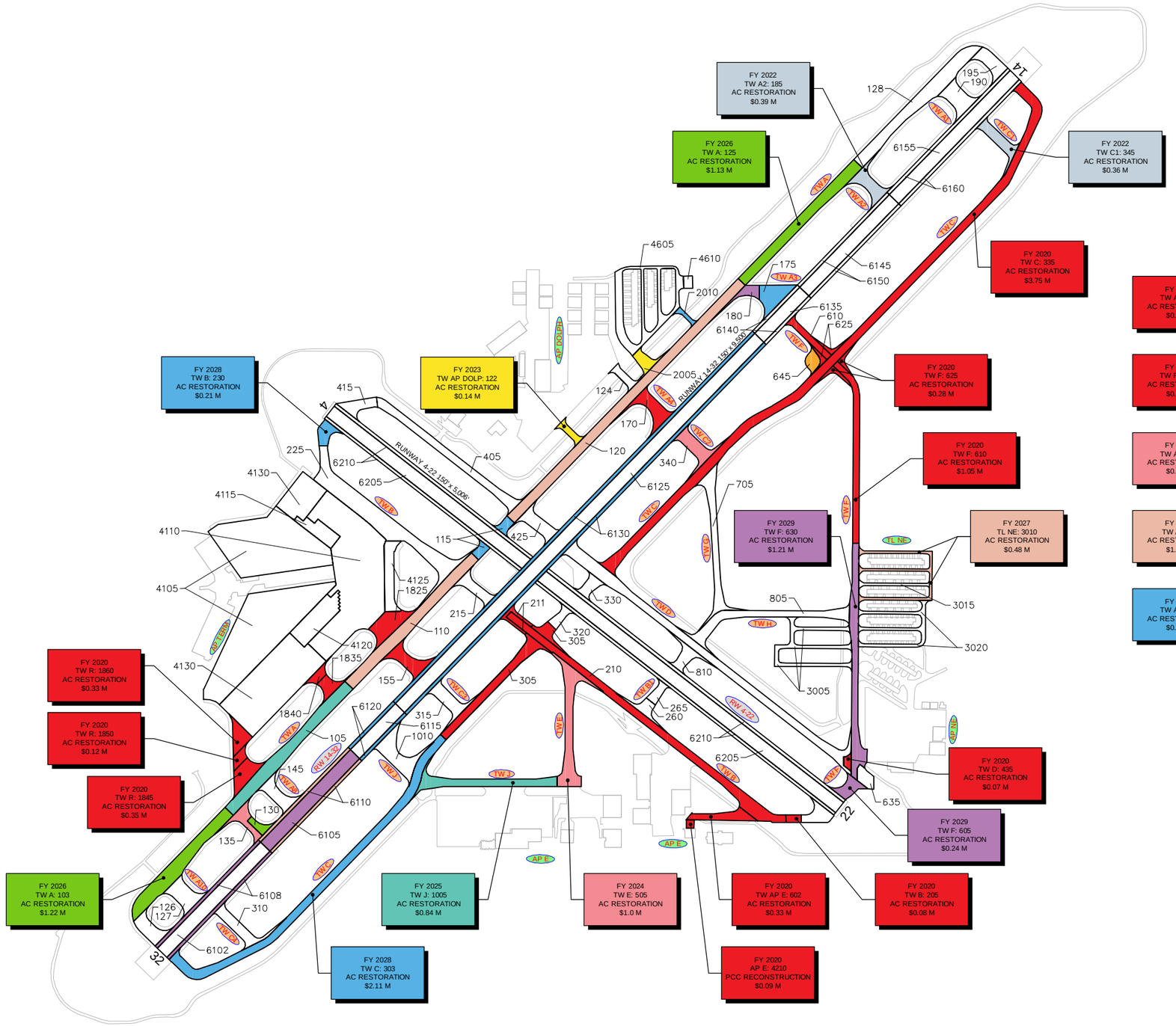
003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report 2019

Statewide Airfield Pavement Management Program

SARASOTA/BRADENTON INTERNATIONAL AIRPORT - SRQ

FDOT



FY 2020 TW A4: 170 AC RESTORATION $0.43 M	FY 2020 TW A7: 155 AC RESTORATION $0.39 M	FY 2020 TW B: 210 AC RESTORATION $2.36 M	FY 2020 TW B: 211 AC RESTORATION $0.13 M	FY 2020 TW C: 305 AC RESTORATION $0.97 M
FY 2020 TW R: 1825 AC RESTORATION $0.49 M	FY 2020 TW R: 1835 AC RESTORATION $0.21 M	FY 2020 TW R: 1840 AC RESTORATION $0.12 M	FY 2021 TW F: 645 AC RESTORATION $0.15 M	FY 2023 TW T1: 2005 AC RESTORATION $0.21 M
FY 2024 TW A9: 135 AC RESTORATION $0.28 M	FY 2024 TW C2: 340 AC RESTORATION $0.41 M	FY 2025 TW A: 105 AC RESTORATION $1.36 M	FY 2026 TW A9: 130 AC RESTORATION $0.12 M	FY 2027 RW 14-32: 6110 AC RESTORATION $0.55 M
FY 2027 TW A: 110 AC RESTORATION $1.31 M	FY 2027 TW A: 120 AC RESTORATION $2.13 M	FY 2028 RW 14-32: 6120 AC RESTORATION $0.28 M	FY 2028 RW 14-32: 6130 AC RESTORATION $2.2 M	FY 2028 TW A: 115 AC RESTORATION $0.23 M
FY 2028 TW A3: 175 AC RESTORATION $0.42 M	FY 2028 TW T2: 2010 AC RESTORATION $0.07 M	FY 2029 RW 14-32: 6105 AC RESTORATION $1.1 M	FY 2029 RW 14-32: 6108 AC RESTORATION $0.63 M	FY 2029 TW A3: 180 AC RESTORATION $0.18 M

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID
TW A — TYPICAL TAXIWAY BRANCH ID
AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2020	2025
2021	2026
2022	2027
2023	2028
2024	2029

"PROGRAM YEAR"
"BRANCH":"SECTION"
"REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

SARASOTA/BRADENTON INTERNATIONAL AIRPORT - SRQ

FDOT

Appendix D

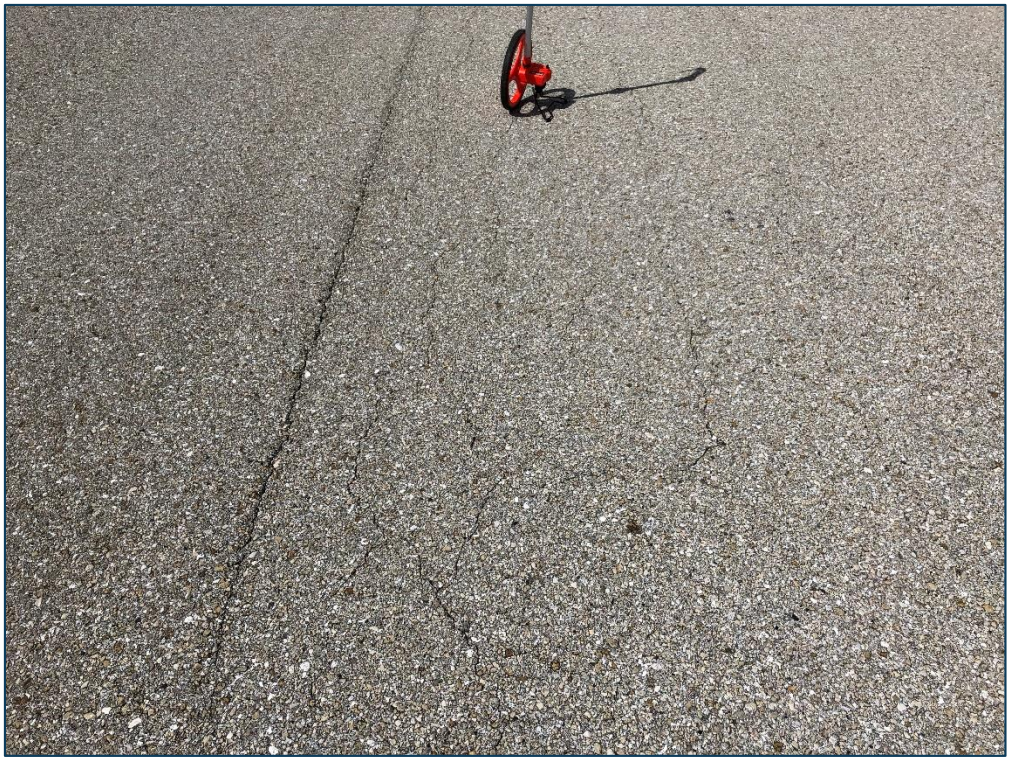
Inspection Photograph Documentation

RW 4-22, Section 6205, Sample Unit 306 - Low Severity (48) Longitudinal & Transverse Cracking and Low Severity (57) Weathering

RW 4-22, Section 6210, Sample Unit 164 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (56) Swelling, and Low Severity (57) Weathering

RW 14-32, Section 6105, Sample Unit 326 -Medium Severity (48) Longitudinal & Transverse Cracking and Low Severity (57) Weathering

RW 14-32, Section 6110, Sample Unit 528 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (56) Swelling, and Low Severity (57) Weathering



TW A, Section 103, Sample Unit 119 - Low Severity (41) Alligator Cracking, Low Severity (48) Longitudinal & Transverse Cracking, and Low Severity (57) Weathering

TW B, Section 210, Sample Unit 111 - Low Severity (43) Block Cracking, Low Severity (56) Swelling, and Low Severity (57) Weathering

TWC, Section 305, Sample Unit 159 - Medium Severity (41) Alligator Cracking, Low Severity (48) Longitudinal & Transverse Cracking, High Severity (50) Patching, Low and Medium Severity (52) Raveling

TWD, Section 430, Sample Unit 144 - Low Severity (48) Longitudinal & Transverse Cracking and Low Severity (57) Weathering

AP TERM, Section 4110, Sample Unit 161 - (73) Shrinkage Cracking

AP TERM, Section 4120, Sample Unit 182 - Medium Severity (66) Small Patch

Appendix E

Inspection Distress Details

Re-Inspection Report

FDOT

Generated Date 8/29/2019

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 3,900 SqFt

Section: 4210 of 1 **From:** - **To:** - **Last Const.:** 12/25/1994

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 3,900 SqFt **Length:** 65 Ft **Width:** 60 Ft

Slabs: 21 **Slab Length:** 13 Ft **Slab Width:** 13 Ft **Joint Length:** 453 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1994 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 26

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 25.00 Slabs **PCI:** 26

Sample Comments:

65	JT SEAL DMG	H	25.00	Slabs
62	CORNER BREAK	L	4.00	Slabs
74	JOINT SPALL	H	2.00	Slabs
73	SHRINKAGE CR	N	4.00	Slabs
63	LINEAR CR	M	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
63	LINEAR CR	L	7.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs
74	JOINT SPALL	M	6.00	Slabs
72	SHAT. SLAB	L	4.00	Slabs
75	CORNER SPALL	H	1.00	Slabs

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 1,627,233 SqFt

Section: 4105 of 6 **From:** - **To:** - **Last Const.:** 1/1/1989

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 685,188 SqFt **Length:** 2,024 Ft **Width:** 438 Ft

Slabs: 3,322 **Slab Length:** 14 Ft **Slab Width:** 14 Ft **Joint Length:** 120,996 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1989 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 141 **Surveyed:** 10

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 153 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 181 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 233 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 254 **Type:** R **Area:** 24.00 Slabs **PCI:** 96

Sample Comments:

73	SHRINKAGE CR	N	6.00	Slabs

Sample Number: 307 **Type:** R **Area:** 24.00 Slabs **PCI:** 80

Sample Comments:

67	LARGE PATCH	L	3.00	Slabs
65	JT SEAL DMG	M	24.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs

Sample Number: 361 **Type:** R **Area:** 25.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	25.00	Slabs

Sample Number: 380 **Type:** R **Area:** 25.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 432 **Type:** R **Area:** 25.00 Slabs **PCI:** 97

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs
65	JT SEAL DMG	L	25.00	Slabs

Sample Number: 505 **Type:** R **Area:** 25.00 Slabs **PCI:** 99

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs

Sample Number: 601 **Type:** R **Area:** 25.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 1,627,233 SqFt

Section: 4110 of 6 **From:** - **To:** - **Last Const.:** 1/1/1983

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 422,965 SqFt **Length:** 1,525 Ft **Width:** 275 Ft

Slabs: 1,057 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 40,137 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1983 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 50 **Surveyed:** 5

Conditions: **PCI:** 96

Inspection Comments:

Sample Number: 114 **Type:** R **Area:** 25.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 161 **Type:** R **Area:** 25.00 Slabs **PCI:** 90

Sample Comments:

73	SHRINKAGE CR	N	4.00	Slabs
71	FAULTING	L	2.00	Slabs

Sample Number: 187 **Type:** R **Area:** 25.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	25.00	Slabs

Sample Number: 289 **Type:** R **Area:** 24.00 Slabs **PCI:** 90

Sample Comments:

65	JT SEAL DMG	M	24.00	Slabs
73	SHRINKAGE CR	N	4.00	Slabs

Sample Number: 408 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 1,627,233 SqFt

Section: 4115 of 6 **From:** - **To:** - **Last Const.:** 1/1/1989

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 35,200 SqFt **Length:** 300 Ft **Width:** 120 Ft

Slabs: 88 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 3,180 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1989 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 803 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 1,627,233 SqFt

Section: 4120 of 6 **From:** - **To:** - **Last Const.:** 1/1/1989

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 70,800 SqFt **Length:** 420 Ft **Width:** 160 Ft

Slabs: 177 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 6,140 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1989 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 182 **Type:** R **Area:** 24.00 Slabs **PCI:** 89

Sample Comments:

66	SMALL PATCH	M	2.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
71	FAULTING	L	1.00	Slabs

Sample Number: 210 **Type:** R **Area:** 24.00 Slabs **PCI:** 87

Sample Comments:

75	CORNER SPALL	M	1.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
73	SHRINKAGE CR	N	6.00	Slabs

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 1,627,233 SqFt

Section: 4125 of 6 **From:** - **To:** - **Last Const.:** 1/1/1989

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 45,080 SqFt **Length:** 550 Ft **Width:** 75 Ft

Slabs: 219 **Slab Length:** 14 Ft **Slab Width:** 14 Ft **Joint Length:** 5,120 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1989 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 9 **Surveyed:** 2

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 24.00 Slabs **PCI:** 93

Sample Comments:

73	SHRINKAGE CR	N	12.00	Slabs

Sample Number: 305 **Type:** R **Area:** 24.00 Slabs **PCI:** 83

Sample Comments:

74	JOINT SPALL	M	1.00	Slabs
73	SHRINKAGE CR	N	24.00	Slabs

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 1,627,233 SqFt

Section: 4130 of 6 **From:** - **To:** - **Last Const.:** 1/1/1984

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 368,000 SqFt **Length:** 1,260 Ft **Width:** 350 Ft

Slabs: 920 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 42,490 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1984 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 40 **Surveyed:** 5

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

Sample Comments:

73	SHRINKAGE CR	N	2.00	Slabs

Sample Number: 154 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 201 **Type:** R **Area:** 24.00 Slabs **PCI:** 97

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs

Sample Number: 208 **Type:** R **Area:** 24.00 Slabs **PCI:** 94

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
71	FAULTING	L	1.00	Slabs

Sample Number: 508 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP W **Name:** AP W **Use:** APRON **Area:** 6,650 SqFt

Section: 4610 of 1 **From:** - **To:** - **Last Const.:** 12/25/1998

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 6,650 SqFt **Length:** 95 Ft **Width:** 70 Ft

Slabs: 74 **Slab Length:** 10 Ft **Slab Width:** 9 Ft **Joint Length:** 1,239 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1998 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 351 **Type:** R **Area:** 28.00 Slabs **PCI:** 94

Sample Comments:

65	JT SEAL DMG	L	28.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
73	SHRINKAGE CR	N	5.00	Slabs

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6102 of 14 **From:** **To:** **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-PR-RW-AC **Zone:** **Category:** **Rank:** P

Area: 115,000 SqFt **Length:** 1,150 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 23 **Surveyed:** 6

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	4750.00	SqFt
52	RAVELING	L	250.00	SqFt
48	L & T CR	L	18.00	Ft

Sample Number: 306 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	42.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 310 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	4750.00	SqFt
52	RAVELING	L	250.00	SqFt
48	L & T CR	L	29.00	Ft

Sample Number: 314 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt
48	L & T CR	L	29.00	Ft

Sample Number: 318 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

52	RAVELING	L	250.00	SqFt
48	L & T CR	L	87.00	Ft
57	WEATHERING	L	4750.00	SqFt

Sample Number: 322 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt
48	L & T CR	L	135.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6105 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 100,000 SqFt **Length:** 1,000 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1974	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 20 **Surveyed:** 5

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 326 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

56	SWELLING	L	45.00	SqFt
48	L & T CR	M	40.00	Ft
48	L & T CR	L	126.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 330 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	66.00	Ft
56	SWELLING	L	88.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 334 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

56	SWELLING	L	50.00	SqFt
48	L & T CR	L	84.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 338 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

56	SWELLING	L	30.00	SqFt
57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	59.00	Ft

Sample Number: 342 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	71.00	Ft
56	SWELLING	L	15.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6108 of 14 **From:** **To:** **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-PR-RW-AC **Zone:** **Category:** **Rank:** P

Area: 57,500 SqFt **Length:** 1,150 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 12 **Surveyed:** 3

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	4500.00	SqFt
48	L & T CR	L	69.00	Ft
52	RAVELING	L	500.00	SqFt

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 508 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	46.00	Ft
57	WEATHERING	L	4500.00	SqFt
52	RAVELING	L	500.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6110 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 50,000 SqFt **Length:** 500 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1974	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 132 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	51.00	Ft
56	SWELLING	L	200.00	SqFt

Sample Number: 528 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	44.00	Ft
56	SWELLING	L	178.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6115 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 50,000 SqFt **Length:** 500 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1963	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 346 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	72.00	Ft
56	SWELLING	L	5.00	SqFt

Sample Number: 350 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

56	SWELLING	L	30.00	SqFt
48	L & T CR	L	83.00	Ft
42	BLEEDING	N	1.00	SqFt
57	WEATHERING	L	4950.00	SqFt
52	RAVELING	L	50.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6120 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 25,000 SqFt **Length:** 250 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1963	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 544 **Type:** R **Area:** 6250.00 SqFt **PCI:** 82

Sample Comments:

56	SWELLING	L	114.00	SqFt
48	L & T CR	L	151.00	Ft
57	WEATHERING	L	6250.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6125 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 400,500 SqFt **Length:** 4,005 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1963	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 80 **Surveyed:** 16

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 355 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	76.00	Ft
56	SWELLING	L	10.00	SqFt

Sample Number: 360 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	M	50.00	Ft
57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	78.00	Ft

Sample Number: 365 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

56	SWELLING	L	35.00	SqFt
48	L & T CR	L	41.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 370 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	78.00	Ft
57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	25.00	SqFt

Sample Number: 375 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

56	SWELLING	L	25.00	SqFt
48	L & T CR	L	48.00	Ft
42	BLEEDING	N	24.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 380 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	33.00	Ft
57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	60.00	SqFt

Sample Number: 385 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

56	SWELLING	L	100.00	SqFt
48	L & T CR	L	58.00	Ft

42	BLEEDING	N	3.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 390 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	50.00	Ft
56	SWELLING	L	38.00	SqFt

Sample Number: 395 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	4950.00	SqFt
48	L & T CR	L	94.00	Ft
56	SWELLING	L	68.00	SqFt
52	RAVELING	L	50.00	SqFt

Sample Number: 400 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	71.00	Ft
56	SWELLING	L	90.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 405 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	23.00	Ft
56	SWELLING	L	90.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 410 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	71.00	Ft
56	SWELLING	L	110.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 415 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

56	SWELLING	L	35.00	SqFt
48	L & T CR	L	70.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 420 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	53.00	Ft
56	SWELLING	L	40.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 425 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	4975.00	SqFt
56	SWELLING	L	40.00	SqFt
52	RAVELING	L	25.00	SqFt
48	L & T CR	L	95.00	Ft

Sample Number: 430 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	67.00	Ft
56	SWELLING	L	21.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6130 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 200,250 SqFt **Length:** 4,005 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1963	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 40 **Surveyed:** 7

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 156 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	127.00	Ft
56	SWELLING	L	80.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 180 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

56	SWELLING	L	91.00	SqFt
48	L & T CR	L	22.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 204 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

56	SWELLING	L	35.00	SqFt
57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	27.00	Ft

Sample Number: 224 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

56	SWELLING	L	155.00	SqFt
57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	105.00	Ft

Sample Number: 568 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	84.00	Ft
56	SWELLING	L	100.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 592 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

56	SWELLING	L	800.00	SqFt
48	L & T CR	L	60.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 616 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	49.00	Ft
56	SWELLING	L	56.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6135 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 50,000 SqFt **Length:** 500 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1963	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 435 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	40.00	SqFt
48	L & T CR	L	76.00	Ft

Sample Number: 440 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	8.00	SqFt
48	L & T CR	L	41.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6140 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 25,000 SqFt **Length:** 250 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1963	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 236 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	45.00	SqFt
48	L & T CR	L	29.00	Ft

Sample Number: 636 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

42	BLEEDING	N	1.00	SqFt
48	L & T CR	L	41.00	Ft
56	SWELLING	L	66.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6145 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 100,000 SqFt **Length:** 1,000 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1974	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 20 **Surveyed:** 5

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 445 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	30.00	Ft
56	SWELLING	L	20.00	SqFt

Sample Number: 449 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	75.00	SqFt
48	L & T CR	L	40.00	Ft

Sample Number: 453 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	60.00	SqFt
48	L & T CR	L	47.00	Ft

Sample Number: 457 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

56	SWELLING	L	66.00	SqFt
57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	97.00	Ft

Sample Number: 461 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

56	SWELLING	L	4.00	SqFt
57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	85.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6150 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 50,000 SqFt **Length:** 500 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1974	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 248 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

56	SWELLING	L	85.00	SqFt
57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	32.00	Ft

Sample Number: 656 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

56	SWELLING	L	6.00	SqFt
57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	6.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6155 of 14 **From:** **To:** **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-PR-RW-AC **Zone:** **Category:** **Rank:** P

Area: 134,500 SqFt **Length:** 1,345 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 27 **Surveyed:** 5

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 466 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	46.00	Ft

Sample Number: 471 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	4950.00	SqFt

Sample Number: 476 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	22.00	Ft

Sample Number: 481 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	54.00	Ft
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 486 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
52	RAVELING	L	100.00	SqFt
48	L & T CR	L	52.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6160 of 14 **From:** **To:** **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-PR-RW-AC **Zone:** **Category:** **Rank:** P

Area: 67,250 SqFt **Length:** 1,345 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 14 **Surveyed:** 3

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 268 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 284 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	14.00	Ft

Sample Number: 676 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 4-22 **Name:** RUNWAY 4-22 **Use:** RUNWAY **Area:** 728,746 SqFt

Section: 6205 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 485,831 SqFt **Length:** 4,859 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1961	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1995	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 97 **Surveyed:** 20

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	13.00	Ft

Sample Number: 306 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	56.00	Ft
57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	75.00	SqFt

Sample Number: 311 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

56	SWELLING	L	10.00	SqFt
48	L & T CR	L	62.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 316 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4975.00	SqFt
48	L & T CR	L	9.00	Ft
52	RAVELING	L	25.00	SqFt

Sample Number: 321 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

56	SWELLING	L	30.00	SqFt
48	L & T CR	L	43.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 326 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	18.00	Ft
57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	15.00	SqFt

Sample Number: 331 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	65.00	Ft
57	WEATHERING	L	5000.00	SqFt

56	SWELLING	L	35.00	SqFt

Sample Number: 336 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	61.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 341 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	48.00	Ft

Sample Number: 346 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	25.00	SqFt

Sample Number: 351 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

56	SWELLING	L	5.00	SqFt
48	L & T CR	L	51.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 356 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	15.00	Ft
56	SWELLING	L	20.00	SqFt

Sample Number: 364 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	80.00	SqFt
48	L & T CR	L	81.00	Ft

Sample Number: 369 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	85.00	SqFt
48	L & T CR	L	76.00	Ft

Sample Number: 374 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

42	BLEEDING	N	1.00	SqFt
48	L & T CR	L	12.00	Ft
57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	75.00	SqFt

Sample Number: 379 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

56	SWELLING	L	25.00	SqFt
42	BLEEDING	N	2.00	SqFt
57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	2.00	Ft

Sample Number: 384 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	5000.00	SqFt
42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	5.00	Ft

Sample Number: 389 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	5000.00	SqFt

42	BLEEDING	N	1.00	SqFt
48	L & T CR	L	10.00	Ft

Sample Number: 394 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	5.00	SqFt
48	L & T CR	L	60.00	Ft

Sample Number: 399 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	11.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 4-22 **Name:** RUNWAY 4-22 **Use:** RUNWAY **Area:** 728,746 SqFt

Section: 6210 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 242,915 SqFt **Length:** 4,859 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1961	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1995	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 50 **Surveyed:** 8

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 140 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	6.00	SqFt

Sample Number: 164 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	15.00	Ft
56	SWELLING	L	250.00	SqFt

Sample Number: 196 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	2.00	Ft

Sample Number: 504 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	12.00	Ft
56	SWELLING	L	131.00	SqFt

Sample Number: 528 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

56	SWELLING	L	10.00	SqFt
48	L & T CR	L	6.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 552 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

56	SWELLING	L	117.00	SqFt
48	L & T CR	L	17.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 580 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	14.00	Ft
57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	56.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TL AP W **Name:** APRON T-HANGARS WEST **Use:** TAXILANE **Area:** 100,722 SqFt

Section: 4605 of 1 **From:** **To:** **Last Const.:** 12/25/1998

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** T

Area: 100,722 SqFt **Length:** 2,600 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1998 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/30/2018 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 10/22/2018 **TotalSamples:** 23 **Surveyed:** 3

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 110 **Type:** R **Area:** 4500.00 SqFt **PCI:** 94

Sample Comments:

48 L & T CR L 65.00 Ft

Sample Number: 204 **Type:** R **Area:** 5253.00 SqFt **PCI:** 88

Sample Comments:

48 L & T CR L 201.00 Ft

Sample Number: 301 **Type:** R **Area:** 3739.00 SqFt **PCI:** 92

Sample Comments:

48 L & T CR L 87.00 Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TL NE **Name:** TAXILANE NORTHEAST **Use:** TAXILANE **Area:** 157,248 SqFt

Section: 3005 of 4 **From:** - **To:** - **Last Const.:** 12/25/2006

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 55,325 SqFt **Length:** 1,840 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2006 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 202 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TL NE **Name:** TAXILANE NORTHEAST **Use:** TAXILANE **Area:** 157,248 SqFt

Section: 3010 of 4 **From:** - **To:** - **Last Const.:** 12/25/2003

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 43,681 SqFt **Length:** 2,000 Ft **Width:** 20 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 12/25/2003	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True
Work Date: 6/30/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 10/22/2018 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5929.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	68.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	593.00	SqFt

Sample Number: 401 **Type:** R **Area:** 4533.00 SqFt **PCI:** 63

Sample Comments:

45	DEPRESSION	L	13.00	SqFt
50	PATCHING	L	510.00	SqFt
52	RAVELING	L	4023.00	SqFt
48	L & T CR	L	97.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TL NE **Name:** TAXILANE NORTHEAST **Use:** TAXILANE **Area:** 157,248 SqFt

Section: 3020 of 4 **From:** - **To:** - **Last Const.:** 12/25/1998

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 46,100 SqFt **Length:** 1,850 Ft **Width:** 20 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1998 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 500 **Type:** R **Area:** 5748.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	537.00	SqFt
50	PATCHING	L	378.00	SqFt
48	L & T CR	L	162.00	Ft

Sample Number: 601 **Type:** R **Area:** 5462.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	274.00	Ft
56	SWELLING	L	72.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 854,527 SqFt

Section: 103 of 9 **From:** **To:** **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 110,514 SqFt **Length:** 1,132 Ft **Width:** 90 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 22 **Surveyed:** 3

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5500.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	61.00	Ft
52	RAVELING	L	275.00	SqFt
57	WEATHERING	L	5225.00	SqFt

Sample Number: 111 **Type:** R **Area:** 5040.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	116.00	Ft
52	RAVELING	L	252.00	SqFt
57	WEATHERING	L	4788.00	SqFt

Sample Number: 119 **Type:** R **Area:** 4500.00 SqFt **PCI:** 45

Sample Comments:

53	RUTTING	L	550.00	SqFt
52	RAVELING	L	135.00	SqFt
41	ALLIGATOR CR	L	200.00	SqFt
48	L & T CR	L	141.00	Ft
57	WEATHERING	L	4365.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 854,527 SqFt

Section: 105 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 123,186 SqFt **Length:** 1,350 Ft **Width:** 90 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 27 **Surveyed:** 3

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 127 **Type:** R **Area:** 4983.00 SqFt **PCI:** 77

Sample Comments:

57	WEATHERING	L	4983.00	SqFt
48	L & T CR	L	216.00	Ft
56	SWELLING	L	250.00	SqFt

Sample Number: 135 **Type:** R **Area:** 4109.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	125.00	Ft
57	WEATHERING	L	4109.00	SqFt
56	SWELLING	L	400.00	SqFt

Sample Number: 143 **Type:** R **Area:** 4621.00 SqFt **PCI:** 70

Sample Comments:

52	RAVELING	L	693.00	SqFt
48	L & T CR	L	119.00	Ft
57	WEATHERING	L	3928.00	SqFt
56	SWELLING	L	385.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 854,527 SqFt

Section: 110 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 119,270 SqFt **Length:** 1,400 Ft **Width:** 90 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1963	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 27 **Surveyed:** 3

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 151 **Type:** R **Area:** 4310.00 SqFt **PCI:** 78

Sample Comments:

56	SWELLING	L	200.00	SqFt
48	L & T CR	L	160.00	Ft
57	WEATHERING	L	4310.00	SqFt

Sample Number: 159 **Type:** R **Area:** 4677.00 SqFt **PCI:** 78

Sample Comments:

56	SWELLING	L	200.00	SqFt
42	BLEEDING	N	4.00	SqFt
57	WEATHERING	L	4677.00	SqFt
48	L & T CR	L	175.00	Ft

Sample Number: 167 **Type:** R **Area:** 3950.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	L	3950.00	SqFt
48	L & T CR	L	113.00	Ft
56	SWELLING	L	200.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 854,527 SqFt

Section: 115 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 20,371 SqFt **Length:** 250 Ft **Width:** 78 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1963	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 181 **Type:** R **Area:** 6249.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	80.00	Ft
56	SWELLING	L	194.00	SqFt
42	BLEEDING	N	20.00	SqFt
57	WEATHERING	L	6249.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 854,527 SqFt

Section: 120 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 193,796 SqFt **Length:** 2,572 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1963	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 51 **Surveyed:** 7

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 189 **Type:** R **Area:** 3750.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	194.00	Ft
56	SWELLING	L	200.00	SqFt

Sample Number: 196 **Type:** R **Area:** 3750.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	74.00	Ft
56	SWELLING	L	85.00	SqFt

Sample Number: 203 **Type:** R **Area:** 3750.00 SqFt **PCI:** 83

Sample Comments:

56	SWELLING	L	80.00	SqFt
57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	69.00	Ft

Sample Number: 210 **Type:** R **Area:** 3750.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	117.00	Ft
56	SWELLING	L	130.00	SqFt

Sample Number: 217 **Type:** R **Area:** 3750.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
56	SWELLING	L	150.00	SqFt
48	L & T CR	L	139.00	Ft

Sample Number: 224 **Type:** R **Area:** 3750.00 SqFt **PCI:** 77

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
56	SWELLING	L	170.00	SqFt
48	L & T CR	L	155.00	Ft

Sample Number: 231 **Type:** R **Area:** 3750.00 SqFt **PCI:** 79

Sample Comments:

56	SWELLING	L	135.00	SqFt

57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	126.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 854,527 SqFt

Section: 125 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 102,225 SqFt **Length:** 1,288 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 26 **Surveyed:** 3

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 235 **Type:** R **Area:** 3750.00 SqFt **PCI:** 80

Sample Comments:

56	SWELLING	L	150.00	SqFt
48	L & T CR	L	113.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 244 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

56	SWELLING	L	190.00	SqFt
57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	204.00	Ft

Sample Number: 253 **Type:** R **Area:** 4405.00 SqFt **PCI:** 77

Sample Comments:

56	SWELLING	L	190.00	SqFt
57	WEATHERING	L	4405.00	SqFt
48	L & T CR	L	186.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 854,527 SqFt

Section: 126 of 9 **From:** **To:** **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 30,753 SqFt **Length:** 253 Ft **Width:** 110 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4400.00 SqFt **PCI:** 80

Sample Comments:

52	RAVELING	L	440.00	SqFt
57	WEATHERING	L	3960.00	SqFt
48	L & T CR	L	97.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 854,527 SqFt

Section: 128 of 9 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 124,368 SqFt **Length:** 1,322 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2002 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 25 **Surveyed:** 3

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 262 **Type:** R **Area:** 4572.00 SqFt **PCI:** 88

Sample Comments:

52	RAVELING	L	91.00	SqFt
48	L & T CR	L	2.00	Ft
57	WEATHERING	L	4481.00	SqFt

Sample Number: 271 **Type:** R **Area:** 4591.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	10.00	Ft
52	RAVELING	L	230.00	SqFt
57	WEATHERING	L	4361.00	SqFt

Sample Number: 280 **Type:** R **Area:** 5375.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	5106.00	SqFt
48	L & T CR	L	69.00	Ft
52	RAVELING	L	269.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 854,527 SqFt

Section: 195 of 9 **From:** **To:** **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 30,044 SqFt **Length:** 255 Ft **Width:** 106 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 6362.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	29.00	Ft
57	WEATHERING	L	6235.00	SqFt
52	RAVELING	L	127.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A1 **Name:** TAXIWAY A1 **Use:** TAXIWAY **Area:** 38,481 SqFt

Section: 190 of 1 **From:** **To:** **Last Const.:** 1/1/2002

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 38,481 SqFt **Length:** 240 Ft **Width:** 140 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2002 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5600.00 SqFt **PCI:** 83

Sample Comments:

52	RAVELING	L	280.00	SqFt
57	WEATHERING	L	5320.00	SqFt
48	L & T CR	L	78.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A10 **Name:** TAXIWAY A10 **Use:** TAXIWAY **Area:** 38,539 SqFt

Section: 127 of 1 **From:** **To:** **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 38,539 SqFt **Length:** 240 Ft **Width:** 140 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4492.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	4267.00	SqFt
52	RAVELING	L	225.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A2 **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 35,555 SqFt

Section: 185 of 1 **From:** - **To:** - **Last Const.:** 1/1/1993

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 35,555 SqFt **Length:** 271 Ft **Width:** 90 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1980 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1993 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4088.00 SqFt **PCI:** 69

Sample Comments:

57	WEATHERING	L	3884.00	SqFt
56	SWELLING	L	125.00	SqFt
48	L & T CR	M	40.00	Ft
48	L & T CR	L	46.00	Ft
52	RAVELING	L	204.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 54,195 SqFt

Section: 175 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 38,350 SqFt **Length:** 294 Ft **Width:** 112 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1963	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4000.00 SqFt **PCI:** 80

Sample Comments:

42	BLEEDING	N	24.00	SqFt
57	WEATHERING	L	4000.00	SqFt
48	L & T CR	L	71.00	Ft
56	SWELLING	L	85.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 54,195 SqFt

Section: 180 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 15,845 SqFt **Length:** 153 Ft **Width:** 112 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1963	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 4070.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	4070.00	SqFt
48	L & T CR	L	72.00	Ft
56	SWELLING	L	55.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A4 **Name:** TAXIWAY A4 **Use:** TAXIWAY **Area:** 38,808 SqFt

Section: 170 of 1 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 38,808 SqFt **Length:** 287 Ft **Width:** 90 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4030.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	432.00	Ft
48	L & T CR	M	10.00	Ft
56	SWELLING	L	640.00	SqFt
57	WEATHERING	L	4030.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A7 **Name:** TAXIWAY A7 **Use:** TAXIWAY **Area:** 35,813 SqFt

Section: 155 of 1 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 35,813 SqFt **Length:** 281 Ft **Width:** 95 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4522.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	296.00	Ft
42	BLEEDING	N	23.00	SqFt
57	WEATHERING	L	4522.00	SqFt
56	SWELLING	L	749.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A8 **Name:** TAXIWAY A8 **Use:** TAXIWAY **Area:** 31,777 SqFt

Section: 145 of 1 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 31,777 SqFt **Length:** 272 Ft **Width:** 90 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 3601.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	30.00	Ft
57	WEATHERING	L	3601.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A9 **Name:** TAXIWAY A9 **Use:** TAXIWAY **Area:** 35,876 SqFt

Section: 130 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 10,830 SqFt **Length:** 165 Ft **Width:** 48 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 6743.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	193.00	Ft
57	WEATHERING	L	6608.00	SqFt
52	RAVELING	L	135.00	SqFt
56	SWELLING	L	120.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A9 **Name:** TAXIWAY A9 **Use:** TAXIWAY **Area:** 35,876 SqFt

Section: 135 of 2 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 25,046 SqFt **Length:** 272 Ft **Width:** 90 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3655.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	146.00	Ft
57	WEATHERING	L	3107.00	SqFt
52	RAVELING	L	548.00	SqFt
56	SWELLING	L	107.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW AP DOLP **Name:** TAXIWAY TO DOLPHIN APRON **Use:** TAXIWAY **Area:** 27,073 SqFt

Section: 122 of 2 **From:** - **To:** - **Last Const.:** 1/1/1993

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 12,538 SqFt **Length:** 210 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1993 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1993 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6502.00 SqFt **PCI:** 68

Sample Comments:

57	WEATHERING	L	6502.00	SqFt
56	SWELLING	L	150.00	SqFt
48	L & T CR	L	410.00	Ft
41	ALLIGATOR CR	L	20.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW AP DOLP **Name:** TAXIWAY TO DOLPHIN APRON **Use:** TAXIWAY **Area:** 27,073 SqFt

Section: 124 of 2 **From:** - **To:** - **Last Const.:** 1/1/1993

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 14,535 SqFt **Length:** 210 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4500.00 SqFt **PCI:** 88

Sample Comments:

56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	4500.00	SqFt
48	L & T CR	L	45.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW AP E **Name:** TAXIWAY TO EAST APRON **Use:** TAXIWAY **Area:** 29,806 SqFt

Section: 602 of 1 **From:** - **To:** - **Last Const.:** 1/1/1980

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 29,806 SqFt **Length:** 558 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1980 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 4750.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	93.00	Ft
52	RAVELING	L	4500.00	SqFt
50	PATCHING	M	250.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 443,553 SqFt

Section: 203 of 7 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 23,710 SqFt **Length:** 261 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 3600.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3600.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 443,553 SqFt

Section: 205 of 7 **From:** - **To:** - **Last Const.:** 1/1/1977

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 7,200 SqFt **Length:** 120 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 3600.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	269.00	Ft
52	RAVELING	L	3600.00	SqFt
56	SWELLING	L	75.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 443,553 SqFt

Section: 210 of 7 **From:** - **To:** - **Last Const.:** 1/1/1977

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 168,433 SqFt **Length:** 2,670 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 12/25/2002	**Work Type:** Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 10/22/2018 **TotalSamples:** 44 **Surveyed:** 5

Conditions: **PCI:** 41

Inspection Comments:

Sample Number: 111 **Type:** R **Area:** 6660.00 SqFt **PCI:** 38

Sample Comments:

48	L & T CR	M	694.00	Ft
57	WEATHERING	L	6660.00	SqFt
43	BLOCK CR	L	840.00	SqFt
48	L & T CR	L	760.00	Ft
56	SWELLING	L	1639.00	SqFt

Sample Number: 123 **Type:** R **Area:** 3600.00 SqFt **PCI:** 40

Sample Comments:

48	L & T CR	M	233.00	Ft
48	L & T CR	L	350.00	Ft
43	BLOCK CR	M	645.00	SqFt
56	SWELLING	L	212.00	SqFt
54	SHOVING	L	60.00	SqFt
57	WEATHERING	L	3600.00	SqFt

Sample Number: 132 **Type:** R **Area:** 3420.00 SqFt **PCI:** 40

Sample Comments:

48	L & T CR	M	320.00	Ft
48	L & T CR	L	300.00	Ft
57	WEATHERING	L	2736.00	SqFt
52	RAVELING	L	684.00	SqFt
43	BLOCK CR	L	840.00	SqFt
56	SWELLING	L	240.00	SqFt

Sample Number: 141 **Type:** R **Area:** 3180.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	M	1140.00	SqFt
56	SWELLING	L	420.00	SqFt
48	L & T CR	L	172.00	Ft
57	WEATHERING	L	3180.00	SqFt
48	L & T CR	M	160.00	Ft

Sample Number: 150 **Type:** R **Area:** 3420.00 SqFt **PCI:** 46

Sample Comments:

48	L & T CR	L	290.00	Ft
57	WEATHERING	L	3420.00	SqFt
48	L & T CR	M	320.00	Ft
43	BLOCK CR	L	420.00	SqFt
45	DEPRESSION	L	6.00	SqFt
56	SWELLING	L	25.00	SqFt

42	BLEEDING	N	6.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 443,553 SqFt

Section: 211 of 7 **From:** - **To:** - **Last Const.:** 12/25/2002

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 12,058 SqFt **Length:** 227 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 250 **Type:** R **Area:** 5694.00 SqFt **PCI:** 59

Sample Comments:

56	SWELLING	L	3.00	SqFt
48	L & T CR	L	288.00	Ft
52	RAVELING	M	500.00	SqFt
48	L & T CR	M	50.00	Ft
52	RAVELING	L	625.00	SqFt
50	PATCHING	L	180.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 443,553 SqFt

Section: 215 of 7 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 26,159 SqFt **Length:** 287 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 157 **Type:** R **Area:** 4500.00 SqFt **PCI:** 90

Sample Comments:

52	RAVELING	L	90.00	SqFt
57	WEATHERING	L	4410.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 443,553 SqFt

Section: 225 of 7 **From:** - **To:** - **Last Const.:** 11/14/2011

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 186,792 SqFt **Length:** 1,290 Ft **Width:** 159 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1983	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1983	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 11/14/2011	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 37 **Surveyed:** 4

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 167 **Type:** R **Area:** 4458.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	62.00	Ft
42	BLEEDING	N	144.00	SqFt
57	WEATHERING	L	4458.00	SqFt

Sample Number: 178 **Type:** R **Area:** 6055.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	6055.00	SqFt
48	L & T CR	L	58.00	Ft

Sample Number: 187 **Type:** R **Area:** 5520.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	5520.00	SqFt
48	L & T CR	L	91.00	Ft

Sample Number: 196 **Type:** R **Area:** 4131.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	86.00	Ft
57	WEATHERING	L	4131.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 443,553 SqFt

Section: 230 of 7 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 19,201 SqFt **Length:** 200 Ft **Width:** 70 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 4451.00 SqFt **PCI:** 81

Sample Comments:

56	SWELLING	L	196.00	SqFt
57	WEATHERING	L	4451.00	SqFt
48	L & T CR	L	38.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B1 **Name:** TAXIWAY B1 **Use:** TAXIWAY **Area:** 31,490 SqFt

Section: 260 of 2 **From:** - **To:** - **Last Const.:** 12/25/2005

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 18,379 SqFt **Length:** 116 Ft **Width:** 90 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4801.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	73.00	Ft
52	RAVELING	L	480.00	SqFt
57	WEATHERING	L	4321.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B1 **Name:** TAXIWAY B1 **Use:** TAXIWAY **Area:** 31,490 SqFt

Section: 265 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 13,111 SqFt **Length:** 175 Ft **Width:** 70 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4197.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4197.00	SqFt
48	L & T CR	L	1.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 652,978 SqFt

Section: 303 of 5 **From:** - **To:** - **Last Const.:** 12/25/2002

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 191,641 SqFt **Length:** 3,005 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 40 **Surveyed:** 5

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 6000.00 SqFt **PCI:** 71

Sample Comments:

52	RAVELING	L	900.00	SqFt
48	L & T CR	L	340.00	Ft
57	WEATHERING	L	5100.00	SqFt
56	SWELLING	L	50.00	SqFt

Sample Number: 113 **Type:** R **Area:** 4500.00 SqFt **PCI:** 74

Sample Comments:

57	WEATHERING	L	3825.00	SqFt
48	L & T CR	L	231.00	Ft
56	SWELLING	L	6.00	SqFt
52	RAVELING	L	675.00	SqFt

Sample Number: 125 **Type:** R **Area:** 4500.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	L	4275.00	SqFt
52	RAVELING	L	225.00	SqFt
48	L & T CR	L	265.00	Ft

Sample Number: 130 **Type:** A **Area:** 4911.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	285.00	Ft
56	SWELLING	L	50.00	SqFt
52	RAVELING	L	491.00	SqFt
45	DEPRESSION	M	72.00	SqFt
57	WEATHERING	L	4420.00	SqFt

Sample Number: 139 **Type:** R **Area:** 3929.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	136.00	Ft
52	RAVELING	L	393.00	SqFt
57	WEATHERING	L	3536.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 652,978 SqFt

Section: 305 of 5 **From:** - **To:** - **Last Const.:** 12/25/2002

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 88,506 SqFt **Length:** 1,167 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1985 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 12/25/2002 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 20 **Surveyed:** 3

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 144 **Type:** R **Area:** 4500.00 SqFt **PCI:** 69

Sample Comments:

52	RAVELING	L	225.00	SqFt
48	L & T CR	L	375.00	Ft
57	WEATHERING	L	4275.00	SqFt

Sample Number: 150 **Type:** R **Area:** 4500.00 SqFt **PCI:** 70

Sample Comments:

57	WEATHERING	L	4050.00	SqFt
56	SWELLING	L	19.00	SqFt
48	L & T CR	L	295.00	Ft
52	RAVELING	L	450.00	SqFt

Sample Number: 159 **Type:** R **Area:** 4908.00 SqFt **PCI:** 38

Sample Comments:

52	RAVELING	H	62.00	SqFt
52	RAVELING	L	524.00	SqFt
41	ALLIGATOR CR	M	10.00	SqFt
41	ALLIGATOR CR	L	31.00	SqFt
50	PATCHING	H	14.00	SqFt
48	L & T CR	L	234.00	Ft
52	RAVELING	M	1338.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 652,978 SqFt

Section: 320 of 5 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 13,872 SqFt **Length:** 183 Ft **Width:** 90 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1985 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 161 **Type:** R **Area:** 3599.00 SqFt **PCI:** 85

Sample Comments:

52	RAVELING	L	90.00	SqFt
57	WEATHERING	L	3509.00	SqFt
48	L & T CR	L	24.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 652,978 SqFt

Section: 330 of 5 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 18,094 SqFt **Length:** 175 Ft **Width:** 90 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 166 **Type:** R **Area:** 5437.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5437.00	SqFt
42	BLEEDING	N	7.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 652,978 SqFt

Section: 335 of 5 **From:** - **To:** - **Last Const.:** 12/25/2004

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 340,865 SqFt **Length:** 5,315 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 70 **Surveyed:** 7

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 173 **Type:** R **Area:** 4500.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	M	150.00	Ft
56	SWELLING	L	10.00	SqFt
52	RAVELING	L	4500.00	SqFt
48	L & T CR	L	152.00	Ft

Sample Number: 183 **Type:** R **Area:** 5625.00 SqFt **PCI:** 61

Sample Comments:

56	SWELLING	L	55.00	SqFt
48	L & T CR	L	322.00	Ft
52	RAVELING	L	5625.00	SqFt
48	L & T CR	M	75.00	Ft

Sample Number: 198 **Type:** R **Area:** 5282.00 SqFt **PCI:** 61

Sample Comments:

56	SWELLING	L	45.00	SqFt
48	L & T CR	L	259.00	Ft
52	RAVELING	L	5282.00	SqFt
48	L & T CR	M	150.00	Ft

Sample Number: 210 **Type:** R **Area:** 4500.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	214.00	Ft
52	RAVELING	L	4500.00	SqFt
56	SWELLING	L	50.00	SqFt
48	L & T CR	M	100.00	Ft

Sample Number: 222 **Type:** R **Area:** 4500.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	407.00	Ft
52	RAVELING	L	4500.00	SqFt
56	SWELLING	L	55.00	SqFt

Sample Number: 231 **Type:** R **Area:** 4500.00 SqFt **PCI:** 66

Sample Comments:

52	RAVELING	L	4500.00	SqFt
56	SWELLING	L	35.00	SqFt
48	L & T CR	L	376.00	Ft

Sample Number: 237 **Type:** R **Area:** 6000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	197.00	Ft
52	RAVELING	L	6000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C1 **Name:** TAXIWAY C1 **Use:** TAXIWAY **Area:** 32,704 SqFt

Section: 345 of 1 **From:** - **To:** - **Last Const.:** 12/25/2004

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 32,704 SqFt **Length:** 355 Ft **Width:** 80 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	181.00	Ft
56	SWELLING	L	5.00	SqFt
52	RAVELING	L	4000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C2 **Name:** TAXIWAY C2 **Use:** TAXIWAY **Area:** 36,914 SqFt

Section: 340 of 1 **From:** - **To:** - **Last Const.:** 12/25/2004

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 36,914 SqFt **Length:** 295 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4000.00 SqFt **PCI:** 69

Sample Comments:

52	RAVELING	L	4000.00	SqFt
48	L & T CR	L	194.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C3 **Name:** TAXIWAY C3 **Use:** TAXIWAY **Area:** 35,788 SqFt

Section: 315 of 1 **From:** - **To:** - **Last Const.:** 12/25/2002

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 35,788 SqFt **Length:** 294 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 6000.00 SqFt **PCI:** 77

Sample Comments:

57	WEATHERING	L	5400.00	SqFt
48	L & T CR	L	261.00	Ft
52	RAVELING	L	600.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C4 **Name:** TAXIWAY C4 **Use:** TAXIWAY **Area:** 37,673 SqFt

Section: 310 of 1 **From:** - **To:** - **Last Const.:** 12/25/2002

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 37,673 SqFt **Length:** 395 Ft **Width:** 80 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1985 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 12/25/2002 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4800.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	140.00	Ft
57	WEATHERING	L	3808.00	SqFt
52	RAVELING	L	992.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 346,770 SqFt

Section: 405 of 5 **From:** **To:** **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 88,300 SqFt **Length:** 1,375 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 166 **Type:** R **Area:** 4500.00 SqFt **PCI:** 77

Sample Comments:

57	WEATHERING	L	3375.00	SqFt
48	L & T CR	L	5.00	Ft
52	RAVELING	L	1125.00	SqFt

Sample Number: 171 **Type:** R **Area:** 4500.00 SqFt **PCI:** 79

Sample Comments:

52	RAVELING	L	1350.00	SqFt
57	WEATHERING	L	3150.00	SqFt

Sample Number: 176 **Type:** R **Area:** 4500.00 SqFt **PCI:** 75

Sample Comments:

52	RAVELING	L	1575.00	SqFt
57	WEATHERING	L	2925.00	SqFt
48	L & T CR	L	3.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 346,770 SqFt

Section: 415 of 5 **From:** **To:** **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 24,545 SqFt **Length:** 313 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 181 **Type:** R **Area:** 4087.00 SqFt **PCI:** 88

Sample Comments:

52	RAVELING	L	80.00	SqFt
57	WEATHERING	L	4007.00	SqFt
56	SWELLING	L	21.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 346,770 SqFt

Section: 425 of 5 **From:** - **To:** - **Last Const.:** 12/25/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 32,831 SqFt **Length:** 290 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 12/25/2010 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 155 **Type:** R **Area:** 4000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 346,770 SqFt

Section: 430 of 5 **From:** - **To:** - **Last Const.:** 12/25/2004

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 195,052 SqFt **Length:** 2,700 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 51 **Surveyed:** 6

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 3600.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	58.00	Ft
52	RAVELING	L	360.00	SqFt
57	WEATHERING	L	3240.00	SqFt

Sample Number: 111 **Type:** R **Area:** 3600.00 SqFt **PCI:** 82

Sample Comments:

52	RAVELING	L	180.00	SqFt
48	L & T CR	L	77.00	Ft
57	WEATHERING	L	3420.00	SqFt

Sample Number: 119 **Type:** R **Area:** 3600.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	3420.00	SqFt
52	RAVELING	L	180.00	SqFt
48	L & T CR	L	45.00	Ft

Sample Number: 128 **Type:** R **Area:** 3600.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	L	3420.00	SqFt
48	L & T CR	L	115.00	Ft
52	RAVELING	L	180.00	SqFt

Sample Number: 135 **Type:** R **Area:** 3600.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	3492.00	SqFt
48	L & T CR	L	38.00	Ft
52	RAVELING	L	108.00	SqFt

Sample Number: 144 **Type:** R **Area:** 4000.00 SqFt **PCI:** 74

Sample Comments:

56	SWELLING	L	26.00	SqFt
52	RAVELING	L	400.00	SqFt
48	L & T CR	L	178.00	Ft
57	WEATHERING	L	3600.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 346,770 SqFt

Section: 435 of 5 **From:** - **To:** - **Last Const.:** 1/1/1992

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 6,042 SqFt **Length:** 60 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1992 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6042.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	76.00	Ft
56	SWELLING	M	5.00	SqFt
56	SWELLING	L	80.00	SqFt
57	WEATHERING	L	2417.00	SqFt
52	RAVELING	L	3625.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 90,559 SqFt

Section: 505 of 1 **From:** - **To:** - **Last Const.:** 12/25/2004

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 90,559 SqFt **Length:** 956 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 18 **Surveyed:** 3

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 122 **Type:** R **Area:** 5400.00 SqFt **PCI:** 70

Sample Comments:

56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	3780.00	SqFt
48	L & T CR	L	374.00	Ft
52	RAVELING	L	1620.00	SqFt

Sample Number: 129 **Type:** R **Area:** 4500.00 SqFt **PCI:** 72

Sample Comments:

52	RAVELING	L	1350.00	SqFt
57	WEATHERING	L	3150.00	SqFt
48	L & T CR	L	235.00	Ft
56	SWELLING	L	10.00	SqFt

Sample Number: 134 **Type:** R **Area:** 4500.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	425.00	Ft
52	RAVELING	L	1350.00	SqFt
57	WEATHERING	L	3150.00	SqFt
56	SWELLING	L	40.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 282,613 SqFt

Section: 605 of 6 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 21,519 SqFt **Length:** 175 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1992 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3595.00 SqFt **PCI:** 83

Sample Comments:

56	SWELLING	L	70.00	SqFt
48	L & T CR	L	62.00	Ft
57	WEATHERING	L	3595.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 282,613 SqFt

Section: 610 of 6 **From:** - **To:** - **Last Const.:** 1/1/1993

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 94,932 SqFt **Length:** 1,801 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1993 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1993 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 127 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	451.00	Ft
57	WEATHERING	L	3000.00	SqFt
56	SWELLING	L	300.00	SqFt
52	RAVELING	L	2000.00	SqFt

Sample Number: 134 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	M	50.00	Ft
52	RAVELING	L	2000.00	SqFt
57	WEATHERING	L	3000.00	SqFt
48	L & T CR	L	290.00	Ft
56	SWELLING	L	215.00	SqFt

Sample Number: 141 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	M	125.00	Ft
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	4900.00	SqFt
52	RAVELING	L	100.00	SqFt
48	L & T CR	L	249.00	Ft

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 282,613 SqFt

Section: 625 of 6 **From:** - **To:** - **Last Const.:** 12/25/2004

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 25,498 SqFt **Length:** 300 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 6364.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	101.00	Ft
56	SWELLING	L	35.00	SqFt
45	DEPRESSION	L	100.00	SqFt
48	L & T CR	M	15.00	Ft
52	RAVELING	L	6364.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 282,613 SqFt

Section: 630 of 6 **From:** - **To:** - **Last Const.:** 12/25/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 110,224 SqFt **Length:** 1,821 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1993	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 12/25/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 21 **Surveyed:** 3

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 4700.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	4700.00	SqFt
48	L & T CR	L	103.00	Ft
56	SWELLING	L	10.00	SqFt

Sample Number: 113 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	66.00	Ft
56	SWELLING	L	50.00	SqFt

Sample Number: 121 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	207.00	Ft
57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	36.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 282,613 SqFt

Section: 635 of 6 **From:** - **To:** - **Last Const.:** 12/25/2005

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 16,460 SqFt **Length:** 155 Ft **Width:** 98 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 6825.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	6688.00	SqFt
48	L & T CR	L	4.00	Ft
52	RAVELING	L	137.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 282,613 SqFt

Section: 645 of 6 **From:** - **To:** - **Last Const.:** 12/25/2004

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 13,980 SqFt **Length:** 121 Ft **Width:** 121 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 6006.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	197.00	Ft
56	SWELLING	L	15.00	SqFt
52	RAVELING	L	4505.00	SqFt
57	WEATHERING	L	1501.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 75,944 SqFt

Section: 705 of 1 **From:** - **To:** - **Last Const.:** 12/25/2010

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 75,944 SqFt **Length:** 1,127 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2010 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 15 **Surveyed:** 2

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

52	RAVELING	L	1500.00	SqFt
57	WEATHERING	L	3500.00	SqFt

Sample Number: 122 **Type:** R **Area:** 4181.00 SqFt **PCI:** 77

Sample Comments:

52	RAVELING	L	1463.00	SqFt
57	WEATHERING	L	2718.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW H **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 110,395 SqFt

Section: 805 of 2 **From:** - **To:** - **Last Const.:** 12/25/2005

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 85,417 SqFt **Length:** 1,254 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 17 **Surveyed:** 3

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 4131.00 SqFt **PCI:** 81

Sample Comments:

52	RAVELING	L	330.00	SqFt
57	WEATHERING	L	3801.00	SqFt
48	L & T CR	L	39.00	Ft

Sample Number: 113 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	102.00	Ft
52	RAVELING	L	125.00	SqFt
57	WEATHERING	L	4875.00	SqFt

Sample Number: 118 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

52	RAVELING	L	600.00	SqFt
48	L & T CR	L	42.00	Ft
57	WEATHERING	L	4400.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW H **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 110,395 SqFt

Section: 810 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 24,978 SqFt **Length:** 195 Ft **Width:** 95 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4407.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4407.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 131,786 SqFt

Section: 1005 of 2 **From:** - **To:** - **Last Const.:** 12/25/2005

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 76,394 SqFt **Length:** 1,075 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 16 **Surveyed:** 3

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 4500.00 SqFt **PCI:** 71

Sample Comments:

56	SWELLING	L	225.00	SqFt
57	WEATHERING	L	3600.00	SqFt
48	L & T CR	L	88.00	Ft
52	RAVELING	L	900.00	SqFt

Sample Number: 113 **Type:** R **Area:** 4500.00 SqFt **PCI:** 68

Sample Comments:

54	SHOVING	L	15.00	SqFt
57	WEATHERING	L	3600.00	SqFt
52	RAVELING	L	900.00	SqFt
48	L & T CR	L	120.00	Ft
56	SWELLING	L	225.00	SqFt

Sample Number: 118 **Type:** R **Area:** 4507.00 SqFt **PCI:** 71

Sample Comments:

57	WEATHERING	L	3606.00	SqFt
52	RAVELING	L	901.00	SqFt
48	L & T CR	L	107.00	Ft
56	SWELLING	L	263.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 131,786 SqFt

Section: 1010 of 2 **From:** - **To:** - **Last Const.:** 12/25/2013

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 55,392 SqFt **Length:** 381 Ft **Width:** 101 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2013 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 6000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	352.00	Ft
57	WEATHERING	L	6000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 141,277 SqFt

Section: 1825 of 6 **From:** - **To:** - **Last Const.:** 1/1/1993

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 44,574 SqFt **Length:** 300 Ft **Width:** 155 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 206 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	517.00	Ft
43	BLOCK CR	L	350.00	SqFt
57	WEATHERING	M	4500.00	SqFt
52	RAVELING	L	500.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 141,277 SqFt

Section: 1835 of 6 **From:** - **To:** - **Last Const.:** 1/1/1993

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 18,891 SqFt **Length:** 140 Ft **Width:** 70 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1983	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 5294.00 SqFt **PCI:** 65

Sample Comments:

57	WEATHERING	M	4765.00	SqFt
52	RAVELING	L	529.00	SqFt
48	L & T CR	L	178.00	Ft
56	SWELLING	L	400.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 141,277 SqFt

Section: 1840 of 6 **From:** - **To:** - **Last Const.:** 1/1/1993

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 11,151 SqFt **Length:** 107 Ft **Width:** 70 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1983	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 4317.00 SqFt **PCI:** 66

Sample Comments:

52	RAVELING	L	648.00	SqFt
48	L & T CR	L	34.00	Ft
57	WEATHERING	M	3669.00	SqFt
56	SWELLING	L	385.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 141,277 SqFt

Section: 1845 of 6 **From:** - **To:** - **Last Const.:** 1/1/1993

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 31,533 SqFt **Length:** 150 Ft **Width:** 136 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1993 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1993 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 203 **Type:** R **Area:** 5594.00 SqFt **PCI:** 59

Sample Comments:

56	SWELLING	M	330.00	SqFt
48	L & T CR	L	125.00	Ft
57	WEATHERING	M	5594.00	SqFt
56	SWELLING	L	150.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 141,277 SqFt

Section: 1850 of 6 **From:** - **To:** - **Last Const.:** 1/1/1993

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 10,853 SqFt **Length:** 150 Ft **Width:** 111 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1993 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1993 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 206 **Type:** R **Area:** 6791.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	L	180.00	Ft
57	WEATHERING	M	6791.00	SqFt
43	BLOCK CR	L	1400.00	SqFt
56	SWELLING	L	1700.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 141,277 SqFt

Section: 1860 of 6 **From:** - **To:** - **Last Const.:** 1/1/1983

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 24,275 SqFt **Length:** 215 Ft **Width:** 230 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1983 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 209 **Type:** R **Area:** 6686.00 SqFt **PCI:** 43

Sample Comments:

48	L & T CR	L	90.00	Ft
52	RAVELING	L	6686.00	SqFt
56	SWELLING	L	1672.00	SqFt
43	BLOCK CR	L	5015.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW T1 **Name:** TAXIWAY T1 **Use:** TAXIWAY **Area:** 18,726 SqFt

Section: 2005 of 1 **From:** - **To:** - **Last Const.:** 12/25/1998

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 18,726 SqFt **Length:** 170 Ft **Width:** 95 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1998 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4228.00 SqFt **PCI:** 68

Sample Comments:

52	RAVELING	L	85.00	SqFt
56	SWELLING	L	300.00	SqFt
48	L & T CR	L	284.00	Ft
57	WEATHERING	L	4143.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW T2 **Name:** TAXIWAY T2 **Use:** TAXIWAY **Area:** 6,382 SqFt

Section: 2010 of 1 **From:** - **To:** - **Last Const.:** 12/25/1998

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 6,382 SqFt **Length:** 170 Ft **Width:** 30 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1998 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6382.00 SqFt **PCI:** 74

Sample Comments:

57	WEATHERING	L	6254.00	SqFt
48	L & T CR	L	401.00	Ft
52	RAVELING	L	128.00	SqFt